THE EYES OF THE ARMY ARE IN THE AIR

High above the clouds, in line ahead, Westland Lysander monoplanes present an imposing appearance. These R.A.F. machines, designed for co-operation with the Army, are two-seaters of great manoeuvrability fitted with 905 h.p. Bristol engines, with a speed of 230 m.p.h. When the King visited the Westland works on February 7, 1940, he saw flights by a test pilot displaying the very unusual qualities of these 'planes, which can almost hover in a strong head-wind. *See* **also illustrations in page 147.**

Photo, Charles E. Brown

Mannerheim's Line Still Holds

Still gallant little Finland contributes front page news to the story of the war, and still despite the enormous superiority of the enemy, in every arm the Mannerheim Line holds out against the Red assault. Here we tell of the greatest battle in the Russo-Finnish war to date.

The scene of the fiercest Russian attack on the Mannerheim Line, in the Karelian Isthmus, during February 1940, is seen in this map.
Daily Telegraph

CRISIS—sudden and tremendous—shattered the expectations of those who thought that the coldest month of the Finnish war would bring the hostilities to a halt until the thaw begins in the spring. Molotov and the Red Army chiefs decided otherwise. Perhaps Voroshilov, the Soviet Commissar for Defence, and General Stern, in command of the Russian forces from Lake Ladoga to the north, thought that something was necessary to rehabilitate their prestige, and that of their Army. Perhaps, too, the authorities in the Kremlin feared the arrival of those hundreds of foreign 'planes which had been promised to Finland. Whatever the reason, they decided to launch yet another great offensive, this time on the Ladoga front, and soon the battle developed into the greatest of the war.

The first blow of the new onslaught fell on the Finns' positions to the north-east of Lake Ladoga. At the end of January the Russian 13th Army, comprising five divisions with over 280 tanks, delivered an attack on land and also over the frozen surface of the lake, with a view, no doubt, to piercing the enemy line and so being enabled to take the Mannerheim zone in the rear. The fighting was terrific, despite the icebound surfaces on land and water, but after a week the Finns could claim that not only had the attackers failed to break through their line, but they had suffered tremendous losses into the bargain.

Destruction of Red 18th Division

Thus the Russian 18th Division, consisting of between 15,000 and 20,000 men, was reported to be surrounded and almost destroyed at Kitela, within a few miles of the north-east corner of Lake Ladoga, and 68 tanks were stated to be destroyed or captured. In the same week the Russians suffered another severe check at Kuhmo, somewhat farther to the north, when another 11 tanks were put out of action. Before the week's fighting was over it was estimated that the Finns had destroyed 111 tanks, bringing the total since January began to over 200.

Fierce as was the attack on the Ladoga front it was far surpassed by the onslaught which was delivered early in February in the Karelian Isthmus, with the object of smashing through the Mannerheim Line and so making possible the renewal of that march on Helsinki which had been so confidently begun on November 30. Here, it must be borne in mind that the Mannerheim Line is no such trench system as was seen along the Western Front in the last war, nor is it a connected line of defence comparable in any way with Maginot's impregnable line.

The Mannerheim Line is not a line at all, but a fortified zone reaching from the shores of the Gulf of Finland to those of Lake Ladoga, and stretching back some 20 miles, including within its expanse innumerable lakes and rivers, woods and glades, all of which have been taken full advantage of by the Finnish military engineers. The ground is honeycombed with gun-pits, machine-gun emplacements, tank-traps, and short lengths of trench, and even the lakes have been mined so that a tank venturing on their frozen surface invites destruction.

The operation opened with what was probably a feint attack at Taipale on the extreme left of the Finnish positions.

Up to February 14 it was estimated that the Russian losses in the attack on the Mannerheim Line had been 40,000 men. Here on the Salla Front is a pile of bodies of Russian soldiers frozen stiff. Besides the losses inflicted by the Finns, the intense cold, far worse than anything the Soviet soldiers had experienced before and for which they were ill-equipped, cost many lives.
Photo, Keystone

One More of the 1,000 Lost by the Reds to the Finns

The Soviet has used its much-vaunted mechanized army against the Finns as recklessly as its man power. In the Summa sector of the Mannerheim Line during the attack in the second week in February 1940 about 1,000 armoured fighting vehicles, tanks and armoured cars were used. Here is one captured car being examined by a Finnish soldier, while another looks out for possible surprise from a telegraph pole. A statement issued at Helsinki on February 10 claimed the capture or destruction of 327 aeroplanes, 594 tanks and 552 cars and lorries in the first ten weeks of the war.

Finland Fights On While Waiting For Her Friends

American neutrality is not broken by giving help to the sick and wounded, and already the United States Red Cross has lent a helping hand to Finland. This ambulance is one of their offerings of sympathy with a brave little people.

Photo, Wide World

Two days later, on the afternoon of February 1, the Russian artillery came into action, and the situation was enlivened by the appearance of numbers of Russian parachutists who descended from the sky with a view to sabotaging the Finnish lines of communication. The career of most of these adventurers was short-lived, but it was suspected that some had managed to elude the eyes of the watchers and had come down far behind the front; hence the repeated warnings which were issued to the Finnish population to beware of strangers with a thirst for information.

After these preliminaries, waves of infantry were flung into the fight on the Summa sector. The little village of that name was a heap of blackened ruins, but the Finnish front held fast; not even a tremendous bombardment from the air could make the Finns give ground.

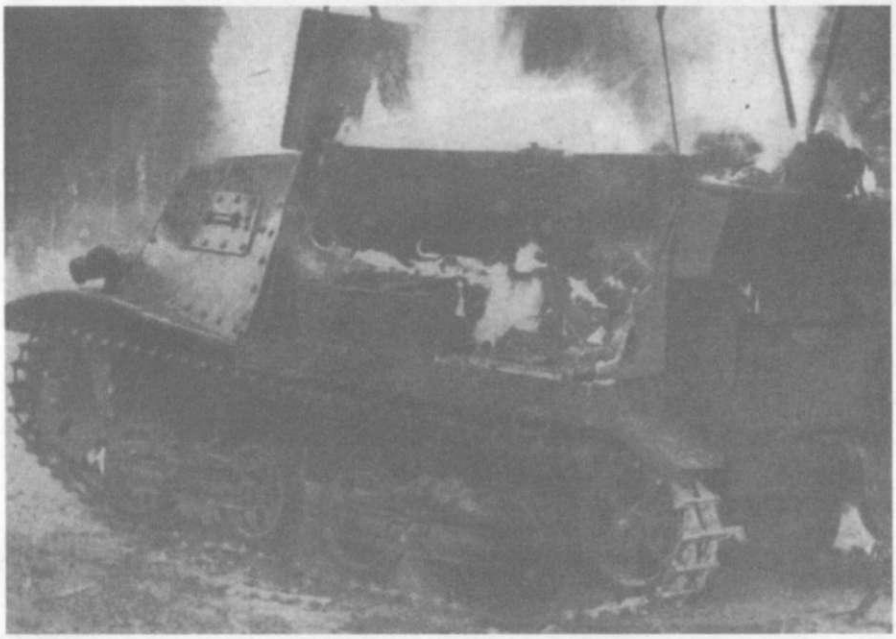
After a day or two the attack died down, only to begin afresh on February 5, when over a hundred tanks, hauling or pushing into action those armoured sledges which the Finns, with a turn for gruesome humour, nicknamed "Molotov's coffins," lumbered towards the advanced Finnish positions between Summa and Hatjaoahdenjärvi. The "coffins" justified their name, and another 30 or 40 tanks were added to the scrap-heap. By Sunday, February 11, the fighting near Summa had arrived at a fresh height of intensity when across a front of some 20 miles three or four Russian divisions preceded by a large number of tanks moved to the assault, while a secondary offensive was developed near Muolajärvi. In all, the Russians flung six divisions, or about 100,000 men, into the attack in this secton. No fewer than 72 tanks were reported to have been destroyed by the Finns. At the same time the Soviet troops attacked across the ice at either end of the Mannerheim Line, and also delivered a fierce assault on the Finnish gun positions at Taipale.

In the end it was the Finns who had the honours of the battle. Thousands of Russians were killed or wounded, scores of their tanks were put out of action, and even their war 'planes were held in check by the Finnish Air Force.

So far from having been broken, the Mannerheim Line was not even dented. After weeks of fierce fighting in that fortified labyrinth, where every icy surface hides a trap for the mobile fortresses and every wind-bitten tree provides cover for a Finnish marksman, the hosts of the Red Army, supplied though they were with a vast superiority of 'planes and mechanized armament, were still forced to retire, baffled and sorely depleted in numbers. The Finns, for their part, bore many a sign of the gruelling time through which they had passed, but looking back on their achievements they could indeed face the future with a good heart.

It is the proud boast of the Finnish Army that it has not only held the Russians but has carried the war into the enemy's country. These Finnish soldiers stand on Russian soil.

Photo, Fox



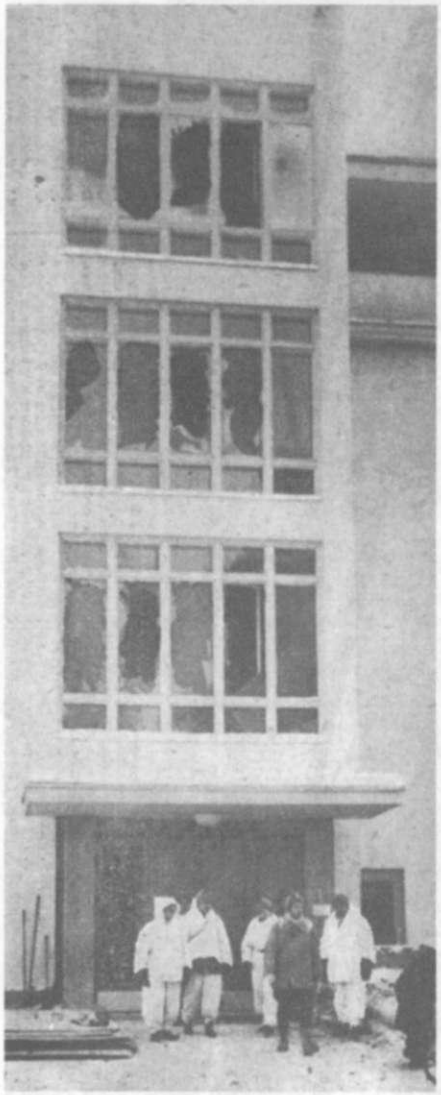
Another victim of anti-tank guns stands a blazing ruin on a road near Summa, as a witness to the prowess of the Finnish Army with this type of weapon. It also bears witness to the fact that the Russian Army has used tanks and armoured cars under conditions in which no competent general would have employed them.

Photo Keystone

Vengeance of Baffled Aggression on Finnish Towns

Here in Rovaniemi, a town and important railhead of Northern Finland within the Arctic Circle, a 750-kilo. bomb has fallen in an open space, making a huge crater. The town suffered cruelly from such attacks, hundreds of harmless civilians having been killed and injured, while many houses were blown to pieces or set on fire.

DESPITE such scenes as those in this page, Finland is not downhearted. Professor Tancred Borenius, one of the most distinguished Finns resident in this country, declared on February 13, that the general impression that the Finnish defence would weaken when spring came was wrong, and he quoted the words of Marshal Mannerheim: "When winter comes to an end I shall mobilize the 70,000 lakes of Finland."



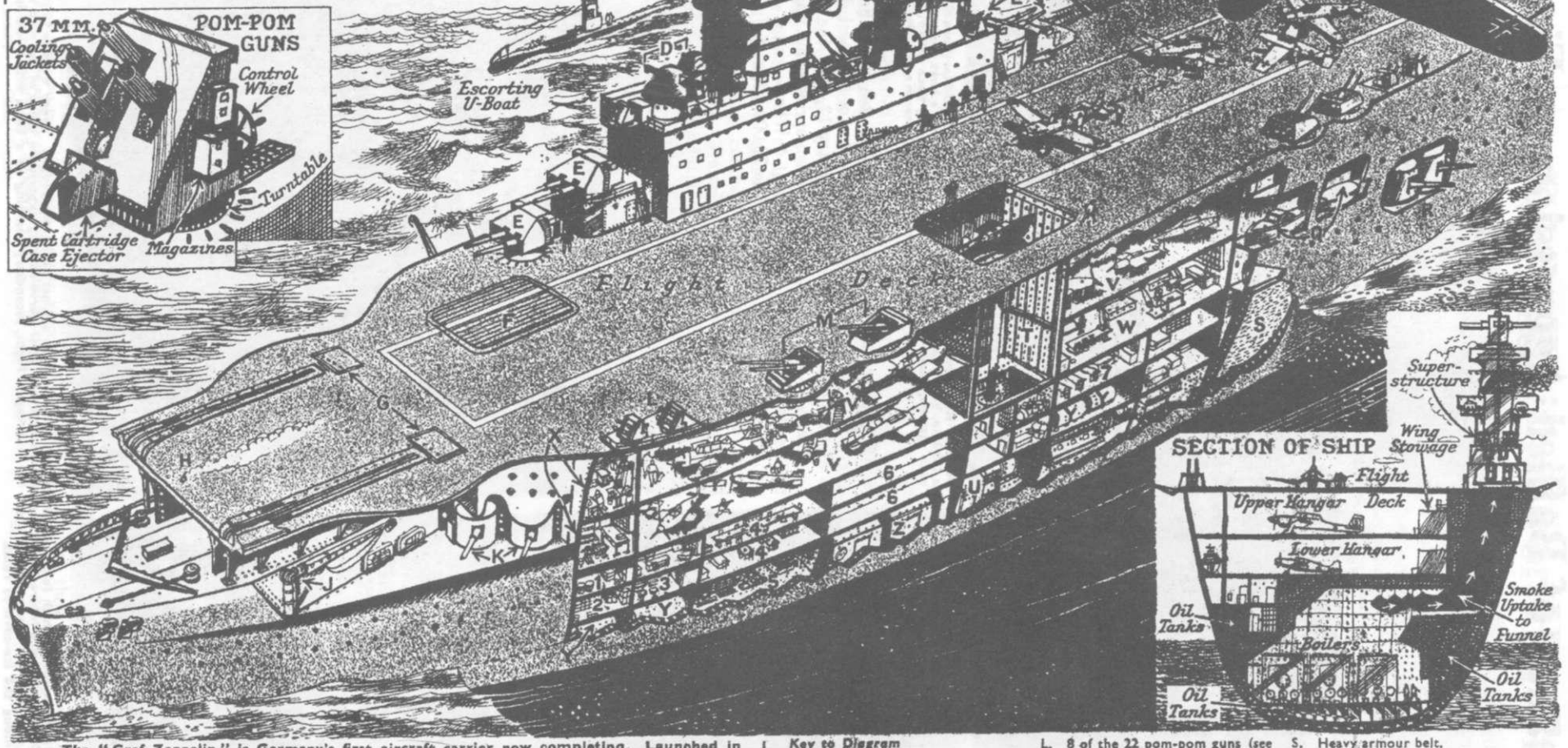
Left is the façade of a hospital which felt the full force of Russia's spite against an heroic people. Every window in it was broken; five nurses were killed and 30 other people were injured. Despite the damage and their nerve-racking experience those of the staff who survived did everything in their power to save precious medical stores from the wreckage. Right, incendiary bombing on a town with wood-built houses leaves the chimney stacks naked among the ice-covered ruins.

Photos, Planet News and Associated Press

First German Aircraft Carrier

The New 'Graf Zeppelin' Shown in Picture-Diagram

Specially prepared for THE WAR ILLUSTRATED *by Haworth*



The "Graf Zeppelin" is Germany's first aircraft carrier now completing. Launched in December, 1938 she displaces 19,250 tons, is 820½ ft. long and 88½ ft. in beam. The flight deck is 790 x 88½ ft. and the 40 aircraft include dive bombers, fighters, and torpedo-carrying and reconnaissance 'planes. The crew, including flying officers and men from the Luftwaffe, will be 1,300. Driven by geared turbine engines of 90,000 h.p., the ship's maximum speed is 32 knots. No torpedo bulges are fitted, but a heavy belt of armour is provided. The Junker 87 dive bombers to be carried are very popular with the German High Command, having achieved success in Spain and Poland. Their 1,100-lb. bomb will be a serious menace to any battleships or buildings. The pom-pom guns (shown inset in detail) are intended to put up a "curtain" of fire against hostile aircraft. It may be the intention to use the "Graf Zeppelin" as a baseship for long-range U-boats to attack commerce shipping at source.

Key to Diagram

A. Main fire control tower.
B. 44-inch searchlight.
C. Control (navigating) tower.
D. Range-finders.
E. 4 sets of twin 6-in. guns.
F. Forward aircraft lift.
G. 2 catapults for use when flight deck cannot be used.
H. Smoke wind indicator. J. Crane.
K. 2 forward port 6-in. guns.
L. 8 of the 22 pom-pom guns (see inset for detail).
M. 2 sets of twin 4·1-in. anti-aircraft guns; also used against surface craft. 5 sets in all.
N. Messerschmitt ME 109 being prepared for take-off.
O. Two-seater Junker 87.
P. Single 1,100-lb. bomb carried.
Q. Boat stowage.
R. 2 after-port 6-in. guns.
S. Heavy armour belt.
T. Hydraulic lift for bombers.
U. Turbine engines, app. 90,000 h.p.
V. Aircraft hangars for 40 'planes.
W. Aircraft-machine shop.
X. Engine-testing and repair shops.
Y. Petrol for aircraft. Z. Boilers.
1 & 2. Storerooms. 3. Bathroom.
4. Messrooms. 5. Dynamo-room.
6. Upper and lower lobbies.
7. Aircraftmen's mess.

There is a Brotherhood of the Air in France

On February 3, 1940 Gen. Vuillemin, C.G.S. of the French Armee de l'Air, decorated with the Croix de Guerre 28 officers who had displayed great gallantry. Amongst them was a British airman, Flight-Lieut. Jeff, seen third from right. General Vuillemin is here taking the salute.

RELATIONS between the Royal Air Force and the French Armée de l'Air have been of the great cordiality of men who share the same dangers and the same aims. A striking instance of this was afforded when Flight-Lieutenant R. V. Jeff was decorated with the Croix de Guerre for courageously attacking two German bombers in the North of France on February 2, 1940. He brought down one of them and put the other to flight, being the first man of his squadron to bring down an enemy 'plane. He was the first officer of the R.A.F. to receive the highest French military decoration.

In the centre photograph a British and a French soldier are displaying the flag of the Royal Air Force as a symbolic tribute to the unity of the Air Forces of the Allies. While the Arctic conditions that prevailed over Northern Europe in the beginning of 1940 brought most military activities to a standstill, the sentries still had to carry on with their duties. This man is on duty in a British aerodrome in France, and to withstand the cold he is fortified, not only with a Balaclava helmet and warm clothing, but with a double ration of rum.

Photo, British Official: Crown Copyright; and Associated Press

War Waits, but the Human Touch is There

This girl is presenting to the colonel of the Royal Ulster Rifles a banner worked by the women of a French town which had old associations with the regiment.

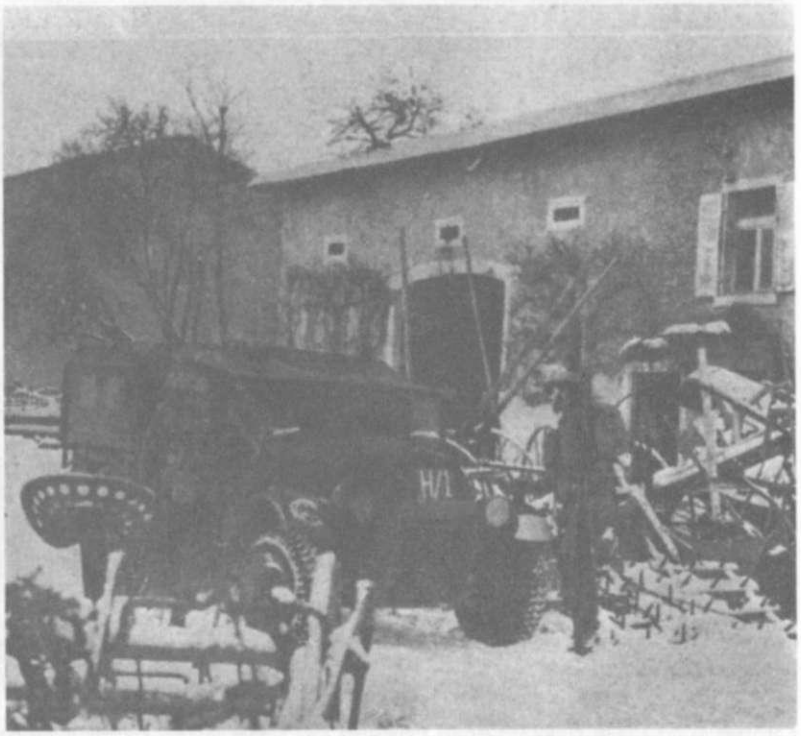
The colonel later laid a wreath on the war memorial. The interchange of courtesies was inaugurated by a children's party given by the soldiers.

After laying the wreath the colonel stands at the salute. On his left is a French nurse who won decorations in the last war and is now head of the town's A.R.P.

Photos, British Official : Crown Copyright

The Arctic conditions on the Western Front, with deep snow, have made white camouflage as advantageous for the British soldiers as it is for the Finns. This British sniper is creeping forward clad from head to foot in white. There is a white covering, too, on his steel helmet, and from a very few yards away he is almost invisible.

THE British soldiers who have already gone to France have not found themselves altogether strangers in a strange land. They have been welcomed by the French people as Allies, but more than that, in several cases units have found themselves in villages where many of the people have kindly recollections of men of the same regiment who were billeted amongst them in the last war. They have been quick to respond to this cordial welcome, and have thus made themselves unofficial ambassadors in promoting the good feeling between France and Britain that may mean so much during and after the war.



Not very far away from such scenes as those seen in the three photographs, left, French towns are deserted and the agricultural machinery which once tilled the fields around has been used to form a barricade that might give pause to advancing patrols.

This Little Gun May Wreck a Nazi Land Ship

The coming of the tank gave rise to a wholly new technique of defence. Elaborate tank traps are a part of every fortified line, but the anti-tank gun is the most formidable of the tank's opponents. Here one of these guns is seen on the Western Front in a lorry in which it can be quickly transported to any point where it may be needed. Such guns are now very effective, for the small shell they fire has considerable armour-piercing capacity, and having a delay-action fuse does not explode until it is inside the tank.

Photo, British Official: Crown Copyright

Do the Neutrals Want Us to Win—or Germany?

Very much in the news nowadays are the neutral countries as they grow ever more concerned at the way in which their lives and fortunes are becoming involved in the struggle. Here we give a study in present-day neutrality written by E. Royston Pike of the Editorial Staff of THE WAR ILLUSTRATED.

THERE have been wars in which the position of neutrals has been both pleasant and profitable. This war is not one of them. However pleasant it is proving to be, all the neutrals are suffering inconvenience, and some of them are in extreme danger.

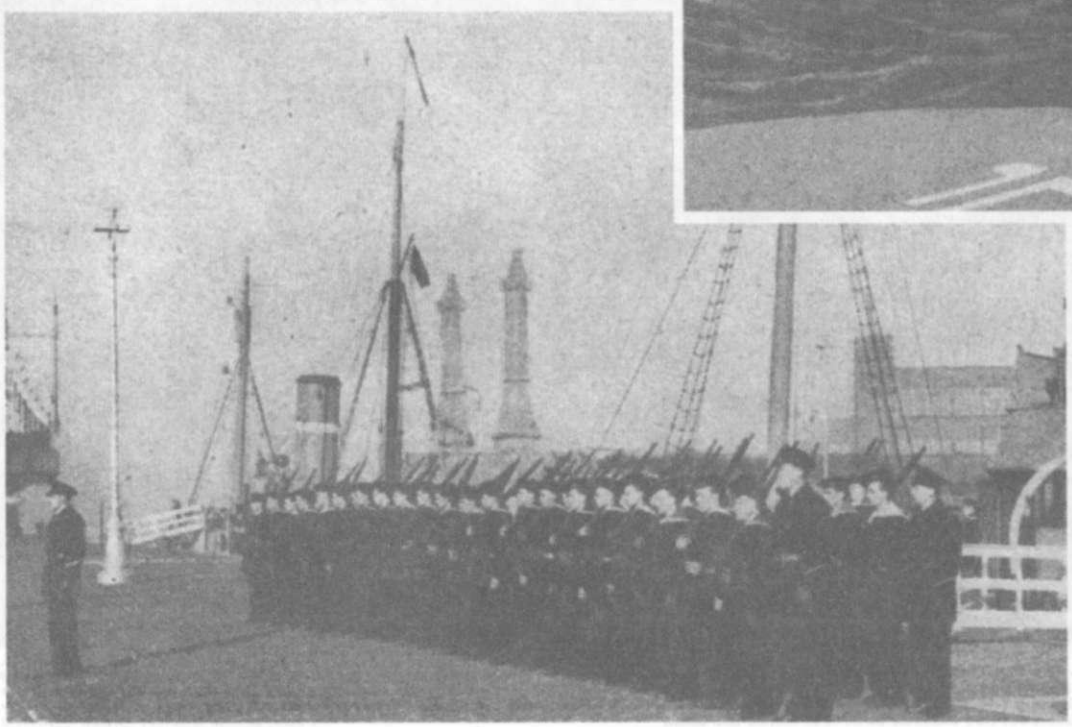
Since the war began every neutral right has been violated, not once but many times. According to the law of nations a neutral country should be immune from invasion; Estonia is a neutral, but from aerodromes established on her soil Russian warplanes proceed day after day to bomb the cities of a sister republic. The lives of neutrals should not be put in jeopardy by acts of war, and their ships should be permitted unhindered to sail the seas on their lawful occasions; hardly a day goes by but some neutral vessel is torpedoed or mined or bombed, and takes down with her to the bottom a number of lives whose concern is neither with the one side nor the other. The neutrals should be secure in their own independence, but in the whole of Europe there is no neutral which is not compelled to keep its army in a state of instant readiness.

Lamentable indeed is their plight as, in Mr. Churchill's words, "they bow humbly and in fear to German threats of violence, each one hoping that if he feeds the crocodile enough the crocodile will eat him last." They so want to keep out of it all—to have, as it were, ringside seats and to make many an honest penny by supplying the wants of the belligerents; it is with a shiver of apprehension that they listen to Mr. Churchill's suggestion that they should "with one spontaneous impulse do their duty in accordance with the Covenant of the League and stand together with the British and French Empires against aggression and wrong."

Grim World for Neutrals

We may well believe that all their hopes are centred on an Allied victory. The present is a grim world enough, but a world in which the Nazis and the Reds were triumphant would be far grimmer. Unsupported by France's army and Britain's navy, Belgium and Holland with their vast and rich colonial empires would be avidly swallowed by the Reich, and the Scandinavian countries, for so long the strongholds of the purest democracy in Europe, would inevitably follow Finland into the Soviet's maw. The Balkans, too, would provide a rich booty for one or other of the Totalitarian States on the prowl.

A still tongue is often the better part of valour, however, and we should not be surprised that it is only at a distance of 3,500 miles that the head of a great neutral State can make such a forthright declaration as "it becomes clearer and clearer that the future world will be a shabby and dangerous place to live in even for Americans, if it is ruled by force in the hands of a few." On the other hand, we have reason for surprise in a certain touchiness which some of the neutrals have displayed concerning the Allies' alleged interference with their rights and ways. Thus the Foreign Office has been kept busy with diplomats calling to protest against Britain's exercise of her undoubted right in stopping Germany's exports; both Italy and the U.S.A. have complained about delays to their ships in the contraband control bases; and America has protested against the opening of the American mails on the high seas, although every well-informed American knows full well that in the last war quantities of contraband were conveyed from the U.S.A. into Germany by letter and parcel post, and the same may be, indeed is, happening now. Washington has even grumbled against Britain's decision not to buy any more American tobacco, and this notwithstanding the Allies are spending some £2,000,000 a week in the U.S.A. on war material.



The Nazi pirates have directed their attention chiefly to the smaller type of ship, British and neutral, that plies in the North Sea. In the photograph, above, one of the victims of ruthless sea warfare is seen sinking after being bombed. A wing of the enemy 'plane from which the photograph was taken is in the foreground

Belgium, which among other neutrals has suffered heavy shipping losses due to the Nazis' methods of murder at sea, has taken steps to protect her commerce by sending out a fleet of small vessels to deal with mines. Here Belgian naval ratings are on parade before taking service in these ships.

Photos, Planet News

But Scandinavia Knows Who Are the Aggressors

If Sweden has to fight it will be in Arctic regions. This Swedish gunner of an A.A. battery in the far north wears fur-lined clothes, and goggles as a protection against snow-blindness.

Then there is at least one case of marked discrimination against the Allies, when the Japanese were quite hysterical in their outburst against Britain's allegedly high-handed action in taking from a Japanese ship 21 Germans of military age who were trying to return to the Fatherland, whereas not the slightest protest seems to have been made to Berlin when the "Terukuni Maru" was destroyed by a German mine last November.

Not to London and Paris, but to Berlin the notes and *aides-mémoire* and other diplomatic epistles should be addressed, and this fact is being increasingly appreciated by the Press and people of some of the neutral States, even if the governments are still nervous about arousing the wrath of Germany. In Scandinavia in particular there is a rising tide of anger over the Nazi outrages against their nationals and shipping. We may quote the mordant phrasing of an article in a Swedish paper, the "Goeteborgs Handelstidning." "Once again," it writes, "the Germans have had the goodness to sink a couple of Swedish ships. The Germans grant our sailors the inestimable privilege of living dangerously. That is how one should live, according to the German teaching. . . ."

How different are the Nazi methods from those of the British, who, as the article goes on, "stop ships in an old, out-of-date manner, haul them off to a British port, sniff around the cargo, lay hands on anything that can be reasonably regarded as contraband, if there is any such, then let them go. This procedure can last days, even weeks, not to mention the aftermath in the law court to put a lid on the whole thing. This waste of time is unbearable. Human life is short. The Germans appreciate this and act swiftly. A mine or a torpedo, and there goes another good ship, sometimes with part of the crew."

Even the Danes, too, despite their uncomfortable next-door feeling, are proving restive under the Nazi sneers and threats. "Anyone killed on the way to England has only himself to thank," declared Dr. Goebbels' organ the other day, to which a Danish paper made reply: "We must emphasize that Danish ships have to sail to England both on account of Denmark's own national economy and to maintain our duties of neutrality." Another passage referred to the Nazi glee over the sinkings of neutral ships. "What in Germany is regarded as a triumph of German arms is often enough a message of sorrow for Denmark—a Danish seaman's death, pain and suffering for a Danish household, the loss of valuable ships and cargoes."

No one who has had any actual experience of modern war would want to see the sphere of the present conflict extended, but it is well that the neutrals should realize that they are approaching the parting of the ways, when they must choose between the belligerent which, to quote Mr. Chamberlain, continues "to show the most complete and the most callous indifference, not merely to their interests but to the ordinary dictates of common humanity," and those who, while they may have taken action which has caused the neutrals inconvenience and loss, "have never sunk a neutral ship, and have never wittingly sacrificed one single neutral life."

Denmark's army, though small, has kept its equipment up to modern standards, and the Danish soldiers on manoeuvres, centre, are learning all about trench warfare and the use of gas-masks. In the lower photograph Norwegian cavalry, during manoeuvres, are meeting to give reports.

Photos, Planet News, Fox, and International Graphic Press

The Empire's Growing Service in Freedom's Cause

As the Empire's effort continues, mobilization and training of its military forces proceed at ever greater speed. Here is told the story of Anzacs and Canadians arriving, the training of the Australian Air Force and of happenings in India and South Africa. For the arrival of the Canadians' first contingent see Volume I, pages 549 and 571-572.

As in the last war, but with far stronger armaments and mechanization, the first trickle of armed forces from various parts of the Empire has already begun to grow into a big stream, which can become a mighty river of military power before the war is over. On February 8 Canada's third contingent of troops landed in England from convoyed Atlantic liners, only seven weeks after the arrival of the first. They marched off to the cheers of crowds, singing their way to camp. Some of their predecessors are already in France. Even more dramatic was the arrival at Suez on February 12 of the Anzacs in a great fleet of luxury liners convoyed by warships. The New Zealand force was under a V.C. of the last war—Major-General B. C. Freyberg, while Lieut.-General Sir Thomas Blamey commanded the Second Australian Imperial Force, as it is officially called (the first being that of the last war). The Anzacs also sang their way to camp, singing not "Rule Britannia," but "Roll Out the Barrel!"

Mr. Anthony Eden met the first transport to arrive at Suez, which contained New Zealanders, with a special message from the King:

"I know well that the splendid tradition established by the armed forces of New Zealand will be worthily upheld by you who have left your homes to fight for the cause which the whole Empire has made its own. I send you a warm welcome and best wishes for the future."

Speaking himself, Mr. Eden said: "The issue is clear and simple. The German Government seek to dominate the world by brute force. Were they to succeed, there could be no security for freedom-loving nations anywhere on the earth's surface."

For gallant little New Zealand this arrival in the strategic Middle East of her Expeditionary Force was a significant postcript to the recent celebrations, in London as well as in New Zealand, of the centenary of the Treaty of Waitangi. The first signatures to this Treaty, which marked the entry of New Zealand into the British Empire, were appended on February 6, 1840.

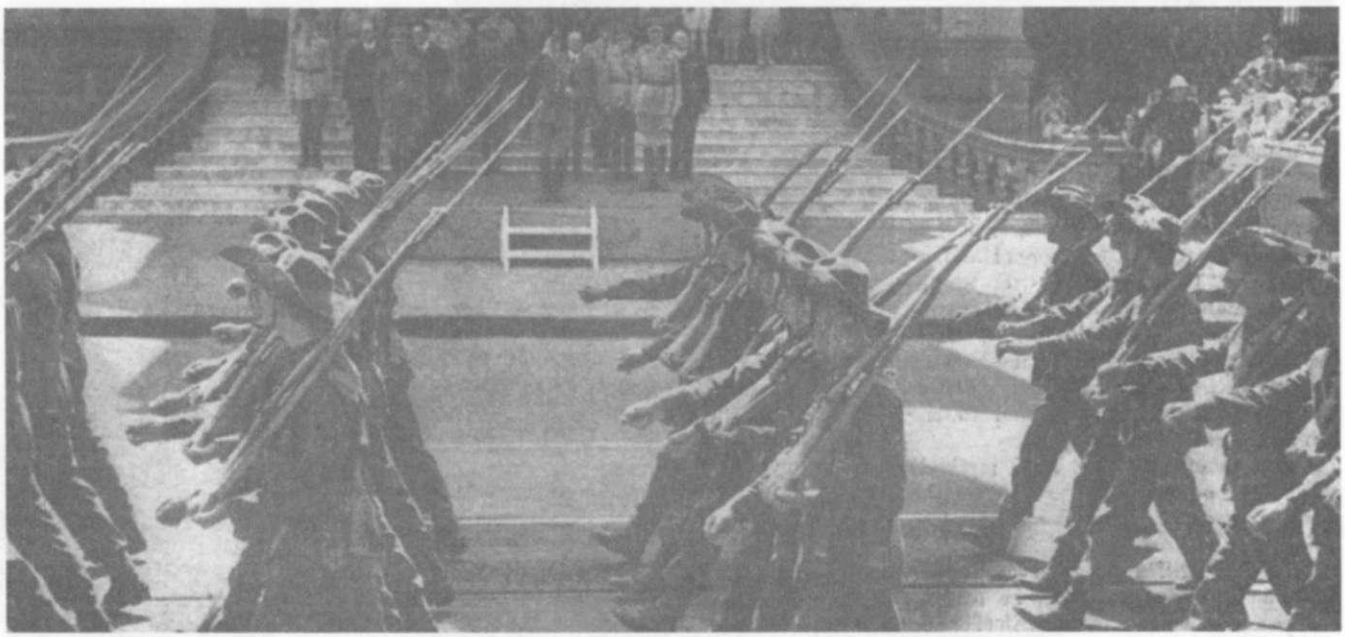
South Africa and India Take Their Part

In South Africa, where action has been confined to the South African Air Force, a strong flow of sentiment has grown in favour of General Smuts and against the die-hard General Hertzog. Hertzog in condoning German aggressions and atrocities has lost much Afrikaaner sympathy, except among extremists. The Defence Forces are very keen, and it is now understood that a volunteer force will be allowed and encouraged to serve abroad if required.

The overwhelming majority of people in India, of all classes, have shown that they are behind the Government's war policy. Indian troops have been doing garrison duty throughout the war at many places far from India, including Singapore, Aden, and Egypt, and now Indian mule transport units are also in France with the B.E.F., while the Royal Indian Navy's escort vessels have been continuously on duty. Numerous offers of money are continually being received from individuals and parties in India. The Viceroy's War Purposes Fund—all voluntarily contributed, and without even any Government appeal—has reached now a total exceeding £500,000. India's manufacturing capacity, at the disposal of our war needs, is infinitely greater than in 1914, and one sign of this is that among the goods India had delivered to us or shortly will have delivered are 913,000,000 sandbags, more than she was able to make throughout the last war. The £100,000 fighter squadron given by the Nizam of Hyderabad has already shot down its first enemy 'plane.

Australia has undertaken a full training of a big proportion of her own airmen. This involves a big increase of her supply of modern machines, and the spending up to 1942 of an extra £50,000,000 on the Australian Air Force, which is to include 10,400 pilots and 15,600 observers, wireless operators, and gunners. The first Australian air squadron has joined the coastal command of Britain, so beating Canada in priority.

Dominions, Dependencies, Colonies and Mandates within the globe-surrounding British Empire have never paused in preparing to implement their promises of service on our side against the enemy of human freedom. Now deeds begin to take the place of words.



It is estimated that 400,000 people witnessed the march of 6,000 troops of the 2nd A.I.F. through Sydney (seen also in page 121). Here Lord Gowrie, Governor-General of the Commonwealth, and Commander-in-Chief of H.M. Forces in Australia, is seen taking the salute at the Sydney Town Hall. Among those who watched the imposing spectacle were many men who had served in Gallipoli and France with the original Australian Imperial Force.

Photo, Central Press

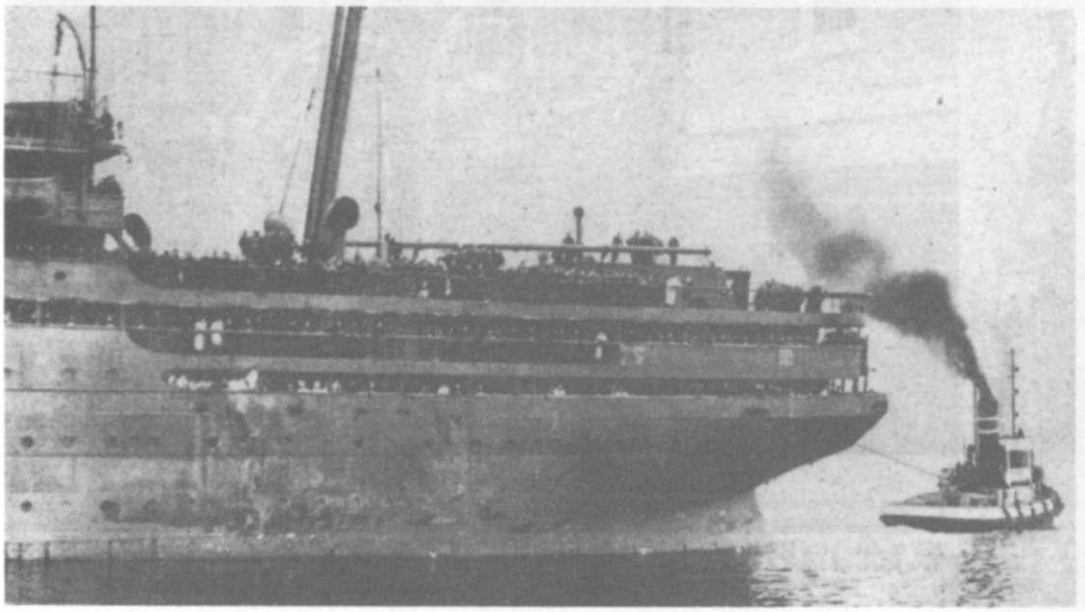
It Has 'No Parallel in the World's History'

The steady stream of troops from Canada continues, and here are men of the third Canadian contingent lining the rails of the liner which has brought them in convoy across the Atlantic. Their training will be completed in England, and shortly they will see service with the B.E.F. in France and elsewhere. For the story of the first contingent, which arrived at various British ports in December, see pages 548 and 571–572 in Volume I.

In a broadcast speech on October 25, 1939, Mr. Anthony Eden, referring to the agreement of all the Dominions to use their joint resources in the development of the Empire's air-power, added words which have since taken a wider and deeper significance. "It is scarcely possible," he said, "to exaggerate the influence which its full operation may have on the course of the war. No action that the German forces can take will influence this development, which has no parallel in the world's history."

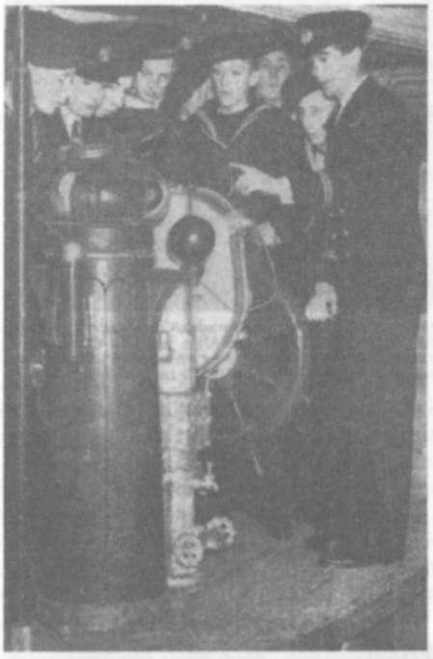
Major-General B. C. Freyberg, V.C., was appointed to the command of the New Zealand Oversea Forces on November 23, 1939. In the photograph above he is seen inspecting troops on his arrival in the Dominion.
Photo, L.N.A.

Australia, besides sending troops and pilots for the Air Force, is making munitions. Right, in an Australian shell factory girls are putting together fuses for 3·7-in. guns.
Photo, Wide World



One of the great liners which, with a strong naval escort, have brought many thousands of Canadian troops across the Atlantic without the loss of a single life, is here leaving a Canadian port with men of the third contingent, which arrived at a British port on February 8. Troops line the decks for a last glimpse of their native land.
Photos, Topical and Keystone

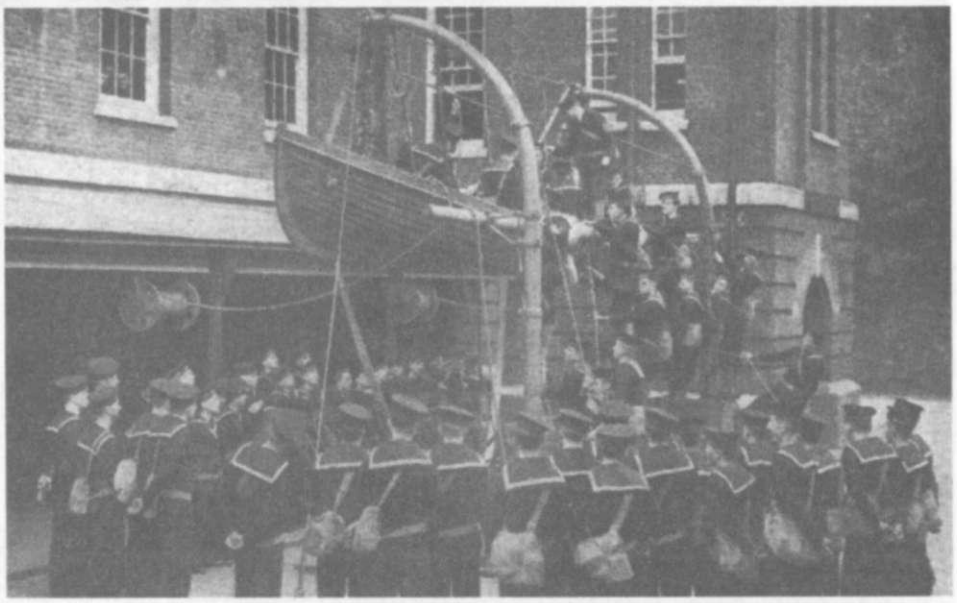
We've Got the Ships, We've Got the Boys



These cadets at a Nautical School in Berkshire, are clustered round a model of the Coronation review, learning how to recognize the ships at a glance. Left, boys of the Navy League's Sea Cadet Training Ship "Flying Fox" at Bristol receive instruction in steering.

These Sea Scouts, boys from Highgate School, now evacuated to Westward Ho, have found an uncommon but harmless object on the seashore. It is a paravane, a torpedo-like object which, suspended from the bow of a ship, guards it against mines.

RECRUITS of the most promising type have been secured for the Royal Navy from the Navy League's Sea Cadet Corps. Cadets from all parts of the country undergo sea training. Writing of them, Lord Lloyd, President of the Navy League, has stated that "through the uneasy years of peace they had produced a highly efficient, disciplined and well-organized body of many thousands of men and boys." Some of those who have undergone the training in years past will be among the ratings who are to be granted temporary wartime commissions in the Royal Navy. Cadets at nautical training schools such as those in the top photograph become officers in the Royal Navy or the Mercantile Marine.



Sea Cadets at a Nautical Training School learning to lower away a ship's boat. Only small boats are now lowered from davits, the larger ones being hoisted over the side by derricks. Left are ratings undergoing an intensive course of training for temporary commissions in the Royal Navy.

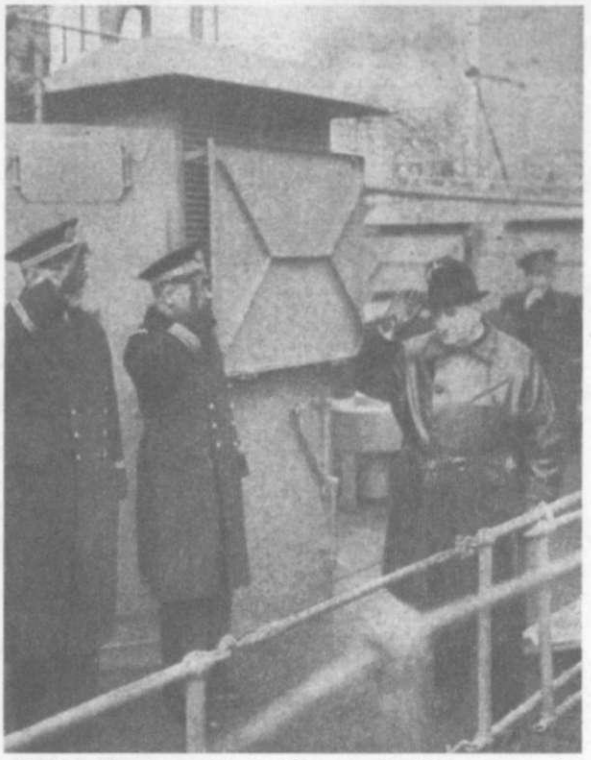
Photos, Keystone; Fox

Why U-Boats Fear France's Little Ships

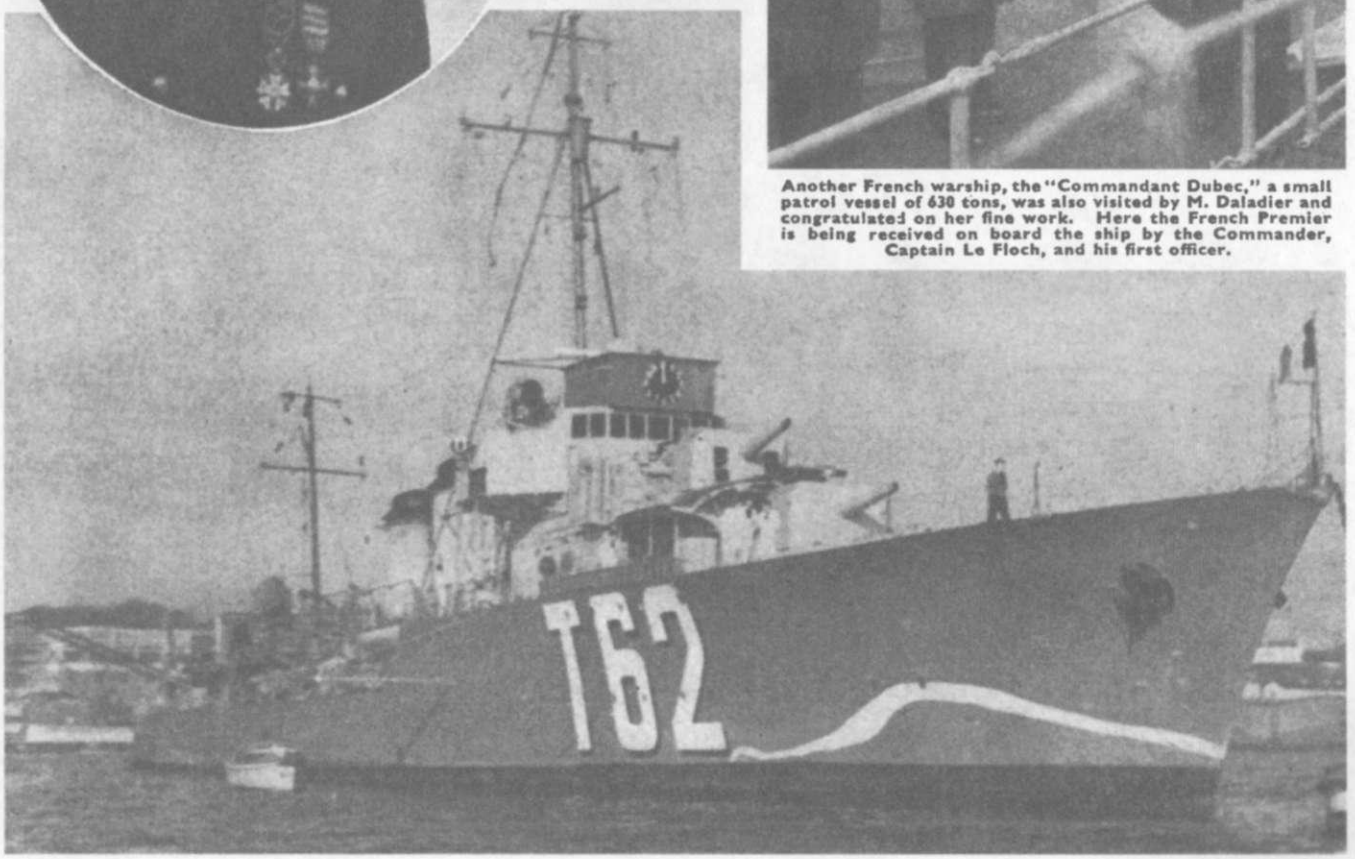
FRENCH destroyers and patrol boats have joined most successfully in the hunting of German submarines—no doubt, as Mr. Winston Churchill said of the British Navy, "with zeal and not without relish." The two ships that M. Daladier visited in January were honoured for their exploits in this campaign. The presentation of the Croix de Guerre with three "palms" (bars) to the "Siroco" to commemorate her three successes was in accordance with a fine French practice by which the decoration can be conferred on ships, regiments and even on towns, as well as on individuals, for heroism in war.

M. Daladier, the French Premier, visited the "Siroco" to congratulate the officers and men. In photo above are seen some of the crew, nearly all of whom are decorated with the Croix de Guerre.

Captain Lapébie, left, who was in command of the "Siroco" during the operations against U-boats, formally received the Croix de Guerre awarded to his ship and was himself personally decorated with the highest French naval and military decoration.



Another French warship, the "Commandant Dubec," a small patrol vessel of 630 tons, was also visited by M. Daladier and congratulated on her fine work. Here the French Premier is being received on board the ship by the Commander, Captain Le Floch, and his first officer.



In 1939 the "Siroco" sank three enemy submarines, on November 15 and 20 and December 16, and for these three gallant actions she was three times mentioned in dispatches by the Commander-in-Chief of the French Navy in addition to receiving the Croix de Guerre. She is a comparatively old destroyer of about 1,300 tons, built in 1925, one of a class of twelve similar ships. Note the camouflage of the bow wave.

Photos, Service Cinématographique de la Marine

Almost Unseen Against the Spotless Ermine of the Snow on the Western

WORDS THAT HISTORY WILL REMEMBER

Extracted from Authoritative War Speeches and Statements Week by Week

(*Continued from page 114*)

Moral Issues of the War Against Nazism

Saturday, February 3, 1940

MR. C. R. ATTLEE, M.P., Leader of the Opposition, in a broadcast address :

Nazism is the outstanding menace to civilization, not only because of the character and actions of the men who are in absolute control of a great nation, but because of their ideas, which are openly in conflict with all the conceptions upon which civilized life is based. Western civilization has been built up in the main on the acceptance of the moral standards of Christianity. But while bad faith, lying and injustice have often marked international relationships, it has been left to the German Government to make them its regular practice and to glory in them.

The Labour Party is the expression of the revolt of men and women against a materialist system of society which condemns to a narrow and stunted life the majority of our citizens and gives rewards to the greedy and acquisitive. The Labour Party's object is the building of a new world on the foundation of social and economic justice. But all the achievement of the workers is threatened by the rule of the Nazis. The German workers, who had built up a great structure of trade unionism, co-operation and social services, have seen it destroyed. They have lost all their democratic rights. Wherever Nazism is there also are cruelty, tyranny and the rule of the secret police. The Labour Party, therefore, has taken its stand with the rest of the country to stop this evil thing from spreading. . . . The victory of Nazism would destroy all our hopes for many years to come. . . .

If we really believe in the supreme value of every human individual—and this is the core of our democratic faith—we must change a system of society which does not express this in its institutions. . . . If in this contest we allow the rigours of war to press most hardly on the weakest, on the aged, the crippled, and the dependants of our fighting men, we shall be betraying the principles for which we are fighting. If we permit, as in the last War, inequality of sacrifice, so that at the end the gulf between rich and poor is greater than ever, we shall have failed in our task. If we really wish to build a new world wherein justice, mercy and truth shall replace brute force, wherein equality and good neighbourliness shall take the place of violence, aggression and domination, we must also build a new Britain worthy to lead the world away from anarchy and strife into the paths of peace.

Balkan Entente Affirms Its Solidarity

Sunday, February 4

M. GAFENCU, Rumanian Foreign Minister, in a statement to the Press at the termination of the Balkan Entente Conference :

The exchange of views between the members of the permanent Council, which proceeded in a cordial and confident atmosphere, allows them to state unanimously :

(1) The common interest of the four States to maintain peace, order, and security in south-east Europe ;

(2) Their firm will to pursue their resolutely pacific policy, strictly maintaining their positions in relation to the present conflict in order to preserve this region of Europe from the trials of war ;

(3) Their will to remain united within the framework of an Entente which pursues its own ends and which is directed against no one, and to watch in common for the safeguard of the right of each to its independence and its national territory.

(4) Their sincere desire to maintain and to develop friendly relations with neighbouring States in a conciliatory spirit of mutual understanding and pacific collaboration.

(5) The need to improve communications and economic links between the Balkan States, especially so far as concerns the organization of commercial exchanges between the Entente members.

(6) The prolongation of the Balkan Pact for a new statutory period of seven years beginning February 9, 1941.

(7) The decision of the four Foreign Ministers to keep closely in touch with each other until the next ordinary session of the permanent Council, which will take place in Athens in February, 1941.

The Premier on German Acts of Piracy

Thursday, February 8

MR. CHAMBERLAIN, in a speech in the House of Commons :

I have returned from Paris with the conviction that the bond between our two countries is something greater than even the close alliance which a common purpose and common dangers have enforced. It has become a deep and lasting friendship between two peoples. Our enemies lose no opportunity, by every means of propaganda at their disposal, by the spreading of false rumours and by ceaseless lies, of seeking to divide Great Britain from France. In that attempt they have failed. The short and sufficient answer to every endeavour of the enemy to sow dissension between us is the phrase which I have heard so often on the lips of my French colleagues—*Nous sommes d'accord.* . . .

Attacks by German aeroplanes on British and neutral ships, which have recently increased in intensity, are claimed by the enemy as great victories in the war against British shipping. These raids are generally carried out on days when low, thick clouds cover the shipping lanes. They are made by aeroplanes singly or in pairs at widely separated points. . . .

The extent of the successes claimed by Germany for this method of attack bears no relation to the facts. These vauntings are poured out like a smoke screen to conceal stories of callous brutality as inhuman as any yet recorded of the enemy. The bombing of unarmed merchant ships and fishing boats from the air, followed by machine-gunning of the crews, at elevations which make it clear that there could be no doubt as to their identity, are now all too familiar. The German wireless statement on January 30 that "the British naval patrol vessel 'East Dudgeon' has been sunk by German aircraft" is a falsification intended to cover up from the world a deliberate and savage attack on a lightship.

To seafaring folks of all nations the "East Dudgeon" is well known as a lightship, and its identity was unmistakable. She was, naturally, unarmed. We have always shared with other civilized nations the view that lightships, because of the nature of their services, are outside the scope of hostilities, and, in the case of British lightships, they are not even utilized to report the presence of enemy craft in their vicinity.

On the morning of the 30th an enemy aeroplane was seen to fly over the "East Dudgeon" lightship. The only survivor of the crew of eight tells his story simply in these words :

> We were not alarmed because on previous occasions German pilots had waved to us and left us alone. But on this occasion the bomber dived suddenly and sprayed the deck with machine-gun bullets, and later dropped nine bombs, the last of which hit our ship.

That is briefly the story of the attack on the lightship "East Dudgeon." The dead bodies of seven of her defenceless crew were found next morning on the sea shore. . . .

THINGS YOU MAY HAVE FORGOTTEN

Anti-Comintern Pact. Agreement signed November 1936 by Germany and Japan, the object being to protect themselves against the "Comintern" or Communist International. Italy joined the Pact in November 1937, and during 1938 and 1939 Manchukuo, Hungary and Spain did the same. The Pact was virtually annulled by the Non-Aggression Pact between Germany and Soviet Russia signed in August 1939 at Moscow.

Axis, Berlin-Rome. Political collaboration between Germany and Italy. It began in 1936, when the proposed annexation of Abyssinia had alienated Italy from the Western democracies. With its aid Mussolini completed the conquest of Abyssinia, and later annexed Albania ; Hitler occupied the Rhineland, annexed Austria and Czecho-Slovakia ; both Powers supported Franco in the Spanish civil war. The Axis, which was associated with Japan and supported by Spain and Hungary, developed into a full political and military alliance by the signing of the German-Italian Treaty of Alliance in May 1939. Italy's lack of active support at the outbreak of war was thought to result from Germany's Non-Aggression Pact with Russia in August 1939.

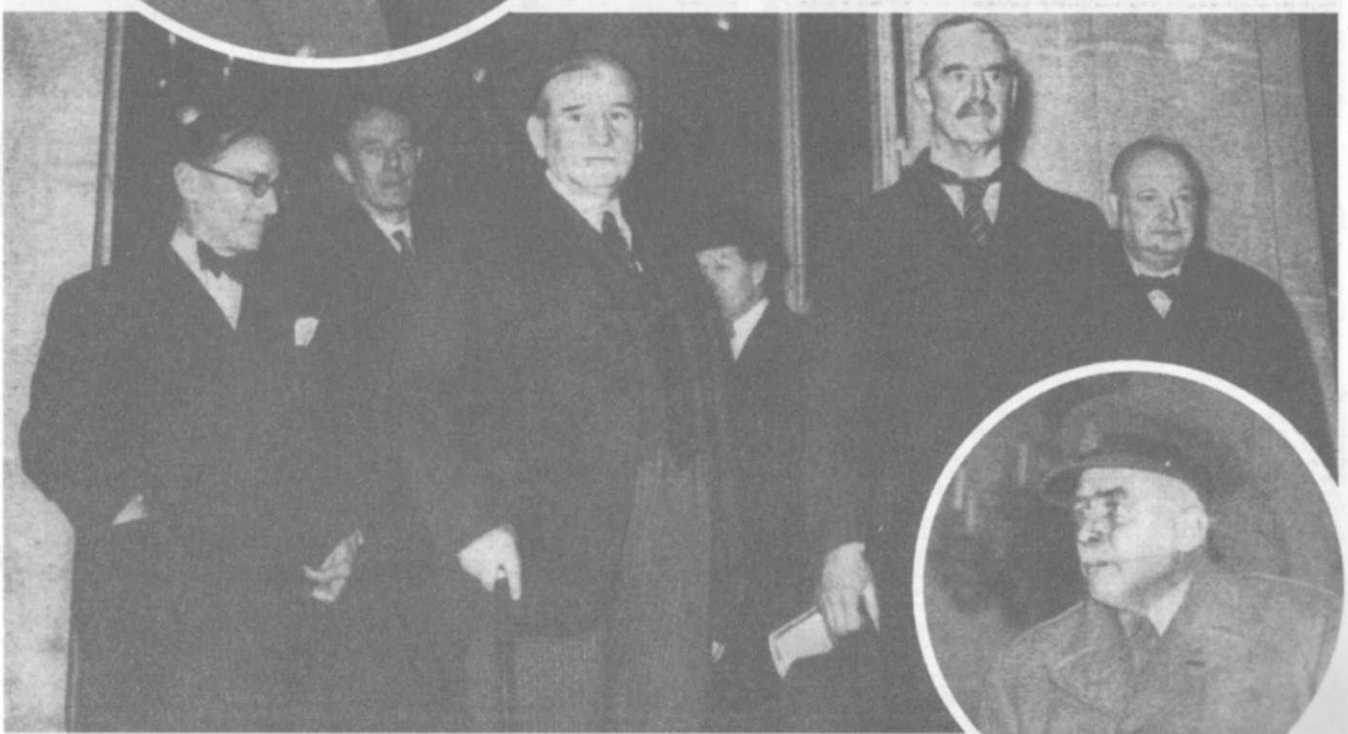
Balkan Entente. Pact concluded February 1934 between Greece, Turkey, Yugoslavia and Rumania. It provided a mutual guarantee of all frontiers of the signatory States, while a secret protocol provided for joint action if any were attacked by a non-Balkan Power and a non-signatory Balkan Power took part in the act of aggression. Non-signatory Balkan Powers were Albania (annexed since by Italy) and Bulgaria.

Munich Agreement. Signed by Germany, Great Britain, France and Italy on September 29, 1938, at Munich. It provided for the cession to Germany of the Sudeten-German districts of Czecho-Slovakia ; the new frontiers were guaranteed by all the signatories. The Agreement was violated in March 1939 by Hitler seizing what was left of the country.

Oslo Convention. Agreement signed in 1937 at Oslo between seven northern nations : Norway, Sweden, Denmark, Finland, Holland, Belgium and Luxemburg. The purpose behind it was economic, and articles were drawn up aiming at the facilitation of mutual trade. The Convention was nevertheless considered to be the first step in forming a bloc of the North European neutral Powers.

When the Supreme War Council Met in Paris

The three chief British representatives at the meeting of the Supreme War Council are here seen on the destroyer which took them across the Channel. Left is Mr. Chamberlain, hatless; above, Mr. Winston Churchill in peaked cap and blue suit; below, Lord Halifax, in bowler hat.



In circle (above) is General Gamelin arriving in his car. Below we see, after the Conference, left to right, M. Campinchi, French Minister of Marine, M. Daladier, Prime Minister of France, Mr. Chamberlain and Mr. Winston Churchill. Right, General Sir Edmund Ironside, Chief of the British Imperial General Staff, arrives at the meeting. In the result "harmony of thought and view was complete."

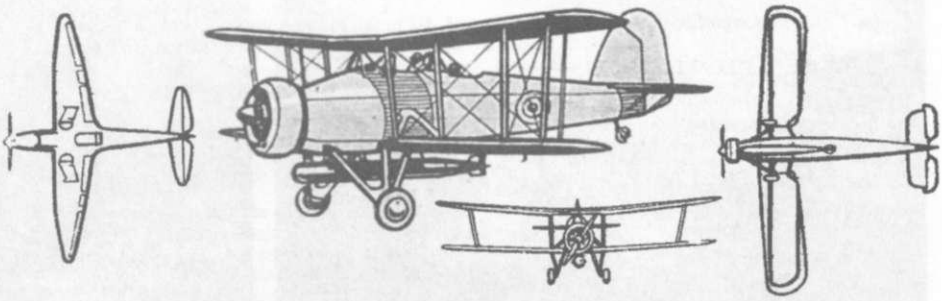
Photos, Courtesy of French Embassy, Central Press and Keystone

How to Recognize British Aeroplanes in Flight

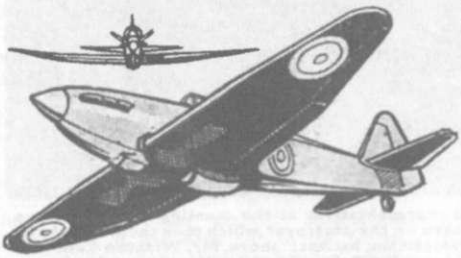
Special Identification Drawings

In this page we have a selection of illustrations of the latest types of British machines now in service. The main drawings are all relative in size; the accompanying sketches show head-on and under views.

Taken by permission from the complete Identification Chart of 19 machines published by "Flight" Publishing Co., Ltd., Dorset House, Stamford St., London, S.E.

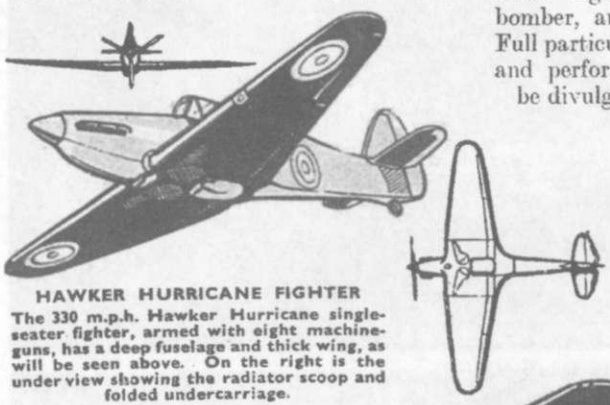


THIS, the first of a series of drawings of some of the most important types of Service aircraft, is printed here for the assistance of air-minded readers. Broadside, head-on and underside views permit easy identification. It will be noted how remarkably small is the area of the monoplanes when seen head-on. The six machines depicted here include one of our faster fighters, our largest bomber, and a flying boat. Full particulars of armaments and performance cannot yet be divulged in every case.



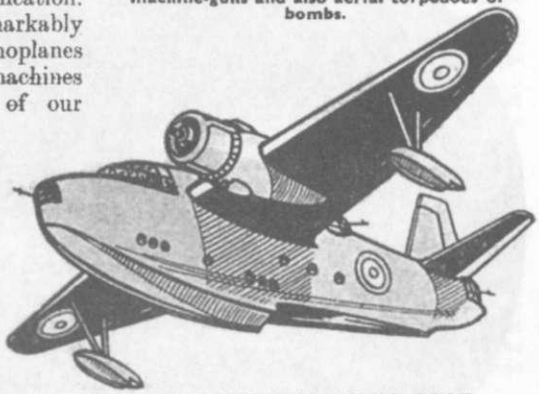
BOULTON-PAUL 'DEFIANT' FIGHTER

The Boulton-Paul Defiant two-seater fighter shown here has a slim fuselage, the lines of which are broken by a power-driven gun turret. The sudden taper of the wing-tips and the inward-folding undercarriage are conspicuous features when seen from the ground. Its underside is given above, right.



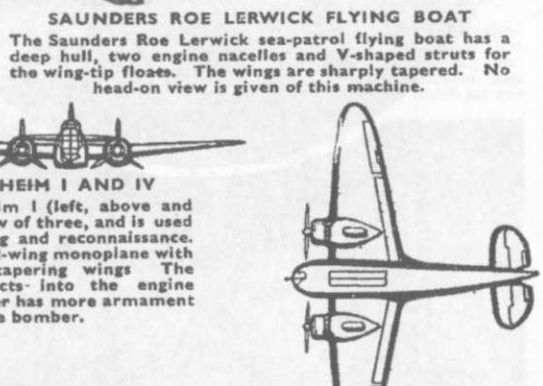
HAWKER HURRICANE FIGHTER

The 330 m.p.h. Hawker Hurricane single-seater fighter, armed with eight machine-guns, has a deep fuselage and thick wing, as will be seen above. On the right is the under view showing the radiator scoop and folded undercarriage.



FAIREY SWORDFISH BIPLANE

The Fairey Swordfish torpedo, spotter and reconnaissance biplane can be fitted with interchangeable wheel or float undercarriage. In the above illustration it is shown carrying a torpedo. The plan on the right shows the small lower wing. It carries two or three men, and has two machine-guns and also aerial torpedoes or bombs.

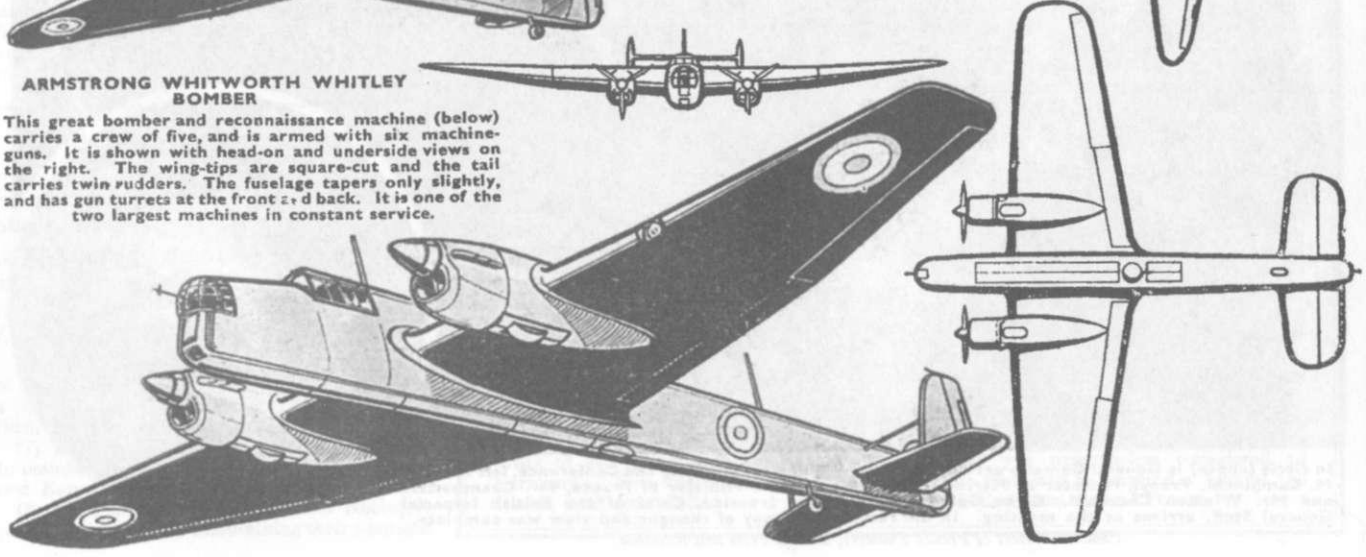


SAUNDERS ROE LERWICK FLYING BOAT

The Saunders Roe Lerwick sea-patrol flying boat has a deep hull, two engine nacelles and V-shaped struts for the wing-tip floats. The wings are sharply tapered. No head-on view is given of this machine.

BRISTOL BLENHEIM I AND IV

The Bristol Blenheim I (left, above and right) carries a crew of three, and is used for bombing, fighting and reconnaissance. It is a high-speed mid-wing monoplane with a blunt nose and tapering wings The undercarriage retracts into the engine nacelles. The fighter has more armament than the bomber.

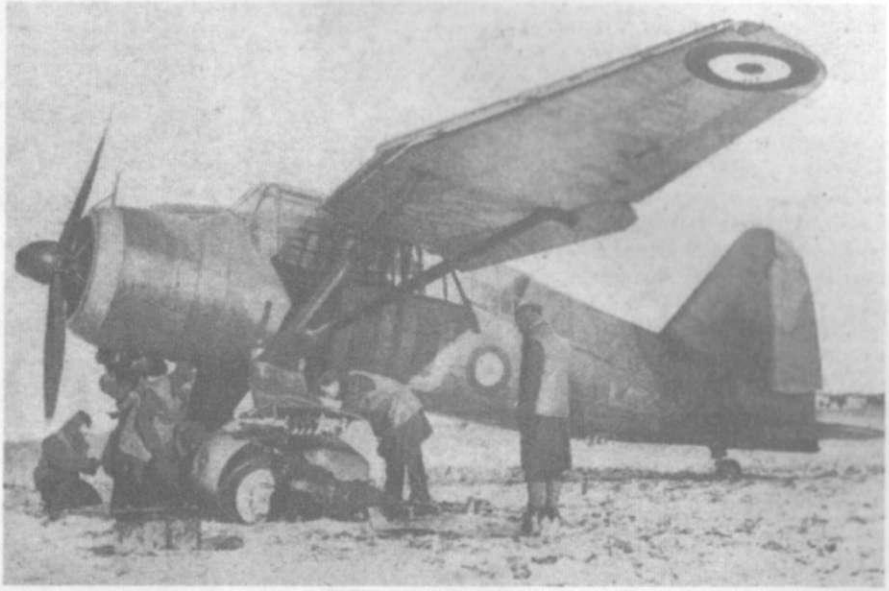


ARMSTRONG WHITWORTH WHITLEY BOMBER

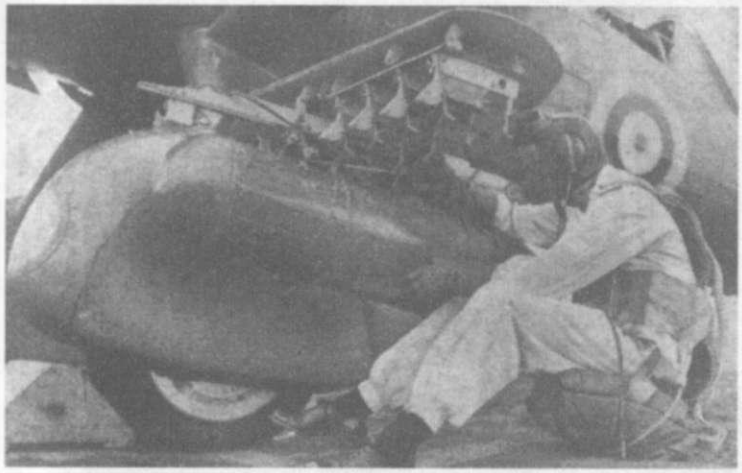
This great bomber and reconnaissance machine (below) carries a crew of five, and is armed with six machine-guns. It is shown with head-on and underside views on the right. The wing-tips are square-cut and the tail carries twin rudders. The fuselage tapers only slightly, and has gun turrets at the front and back. It is one of the two largest machines in constant service.

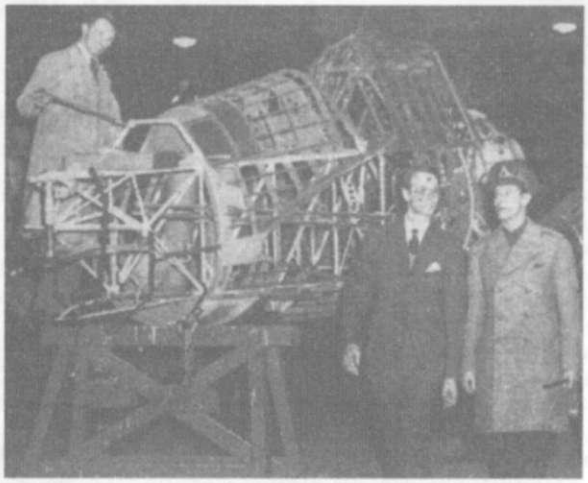
The King Saw this Wonder Aircraft in Flight

THE Westland Lysander II was specially designed for the Army co-operation squadrons of the R.A.F. The wings are set high so that the large cabin gives an extensive field of view. The full length of the wing is slotted and fitted with flaps so that it may have full control at speeds as low as 45 m.p.h. Not only can it land in and rise from a small field, but it can go so slowly as almost to hover in the wind. His Majesty, seeing it up in a 50 m.p.h. wind, declared that it "must be going backward." It can rise sharply at great speed. Parachute flares, extra fuel tanks, parachute supply containers, or bombs may be carried on the special stub wings attached to the spats. Two machine-guns are enclosed in the wheel fairings as well as landing lights. These unique features make the Lysander an ideal machine for the diverse duties it has to perform for the army in the field.

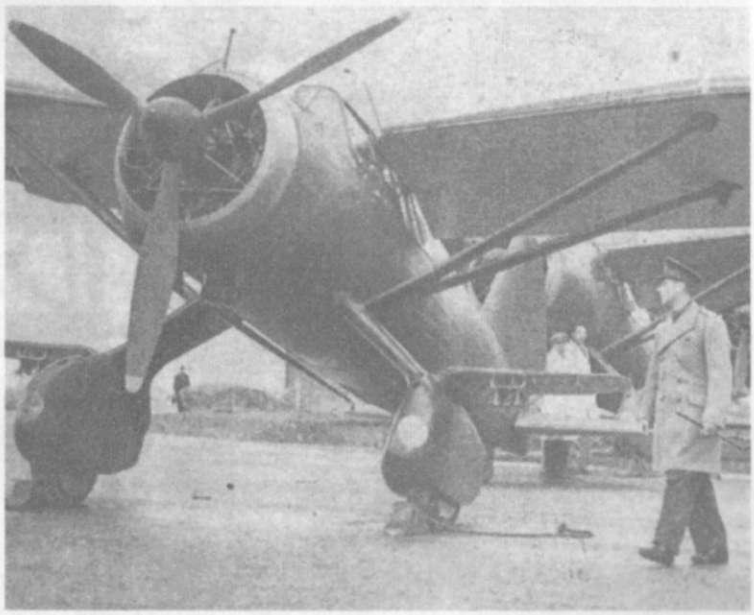


Co-operation of the Air Force with the Army demands a special type of aircraft. This view of a Westland Lysander co-operative machine, having a punctured tire serviced on a snow-covered aerodrome, shows its unusual wing design.



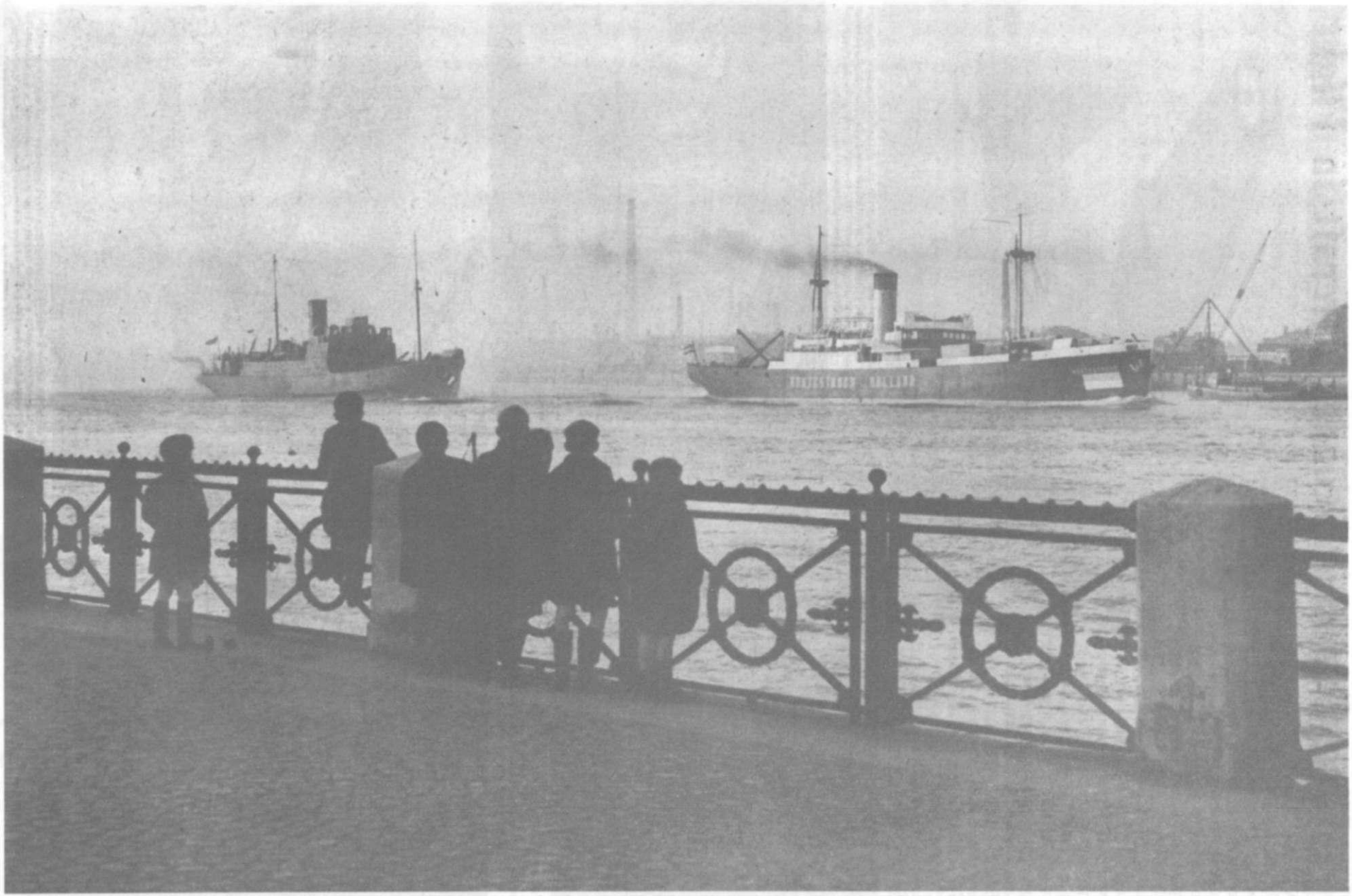


The Westland Lysander can carry food supplies, for isolated troops, in cylinders on the stub wing shown above. On the right, the King inspects the assembly of Lysanders in a West Country aircraft factory. The cabin gives the pilot the wide field of view required by Army co-operative duties.



The King and Queen standing beneath a Bristol Beaufort bomber chat with the chief test pilot of the Bristol factory. On the right the King inspects a completed Lysander. The rod and hook beneath the fuselage are used for picking up messages.

Photos, Wide World, Associated Press, and British Official: Crown Copyright



Nazi threats and Nazi frightfulness at sea have failed to deter neutral countries from sending their ships to Great Britain, and today neutral tramp steamers such as these, sometimes forming part of a British convoy but sometimes braving the mine and submarine menace alone, ply between London and Holland, Belgium and the Scandinavian countries. The two ships in this photograph have safely crossed the North Sea, unloaded their cargoes of foodstuffs, taken on board some of those exports which form such an important factor in the economic war, and are now steaming down the Thames to face undaunted the perils of the open sea, doubtless to return in a short time with further cargoes for Britain.

Spade and Plough Speed Tomorrow's Victory

"The man with a spade is going to help," said Mr. Chamberlain on January 31. The important part played by agriculture in wartime can, indeed, hardly be exaggerated, and this article tells something of what the Government is doing to stimulate increased production of home-grown food.

OUR home-grown food supplies would last us from breakfast on Sunday until midday dinner on Wednesday; for the rest of the week we have to rely on food from overseas. That, picturesquely put, is roughly the position of Britain's food supplies today; and with whatever complacency we may regard it in peacetime, it is a distinctly dangerous one in time of war, when the foodships have to run the gauntlet of enemy mine and torpedo, aircraft and surface raider.

Compared with 1914 we have 2,000,000 fewer acres under the plough, and 5,000,000 more mouths to feed. Obviously the first step is to extend the arable acreage, and the Ministry of Agriculture has called for an addition of at least 1,500,000 acres of grass in England and Wales to be ploughed and planted in time for the 1940 harvest. Farmers are being paid a subsidy of £2 for every acre of grassland so ploughed up, and in order to stimulate the work Government tractors have been made available for the use of those farmers who do not already possess them. Here we may note that, whereas in 1914 there were only about 100 tractors in the country, today it is estimated that there are over 50,000. Already a million acres are in process of conversion. When the land has been ploughed the farmer may apply to be refunded half the cost of the lime or one quarter of the cost of the basic slag purchased and applied.

Next, the authorities have tackled the question of agricultural labour. Though essentially highly-skilled workers, agricultural labourers have never been well paid, to put it mildly, and of late years 10,000 workers have left the countryside each year.

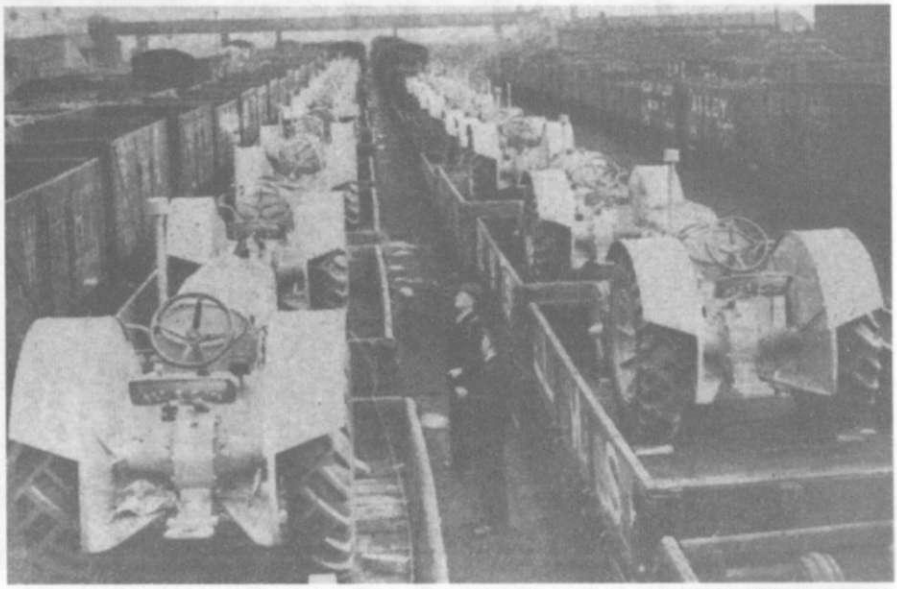
Some have joined the armed forces, but most have drifted into the towns, where, perhaps, they have helped to swell the queues of the unemployed outside the labour exchanges. These men must be brought back by the offer of better wages and improved conditions, and in particular by the prospect of a stake in the country in the shape of a smallholding of their own. In the meantime, the Women's Land Army is ready to provide immediate service. Some 25,000 women and girls have joined the Land Army to date, but of these only 2,000 have yet been placed on farms, and most of the remainder are still untrained. It is understood that the Government would like to see 100,000 more workers employed on the land, and as the war goes on there can be no doubt that more and more women will be required to replace men called up.

In many other ways the Government and the agricultural authorities generally are striving to stimulate the production of Britain's fields, using the word "production" in its widest sense to include not only the corn crops, sugar beet, potatoes, vegetables and fruit, but meat and milk, dairy products, poultry and eggs. The prices of most of the farmer's raw materials have been fixed by Government order, and so, too, have the prices he receives for his produce—all this with a view to seeing that the industry shall be able to pay a fair wage.

The Little Man Will Also Help

But the Minister of Agriculture, Sir Reginald Dorman Smith, has his eye not only on the big man with the plough, but also the little man with the spade. A nation-wide campaign has now been launched to obtain new recruits to the ranks of the country's food-producers. During the last war about 1,250,000 allotment holders produced what Lord Ernle, the then Minister of Agriculture, called "cabbages from concrete and broad beans from brickbats," but by last autumn this number had dwindled to 800,000. Soon it is hoped that the number will be again increased until the peak figure of twenty years ago has been not only equalled but surpassed. Then there are 3,500,000 private gardens in England and Wales, and when these are made to produce their crops of fruit and vegetables it is not too much to suppose that fresh food to the value of £15,000,000 or even £20,000,000 will be made available for Britain's families.

As in the last war, there has been a ready response to the call to amateur gardeners to grow more food. Here allotments are being prepared for sowing on Clapham Common. *Photo, C. Weston*



A great output of tractors is now in progress to help in the gigantic task of ploughing up many thousands of acres of grassland to grow wheat and other crops. Here in a railway siding near the works of a famous firm of agricultural machinery makers, a double row of trucks carrying farm tractors is ready for dispatch. *Photo, Fox*

'Where Are Our Marching Songs?'

More and more marching troops are seen as the Empire's military forces grow, but where are the marching songs for them, to match the songs we heard and sang in the last War? Can we not do better than the "Beer Barrel Polka"?

A QUARTER of a century ago the roads of Britain and France resounded to the rhythmic tramp and shuffle of steel-studded army boots; the air was loud with the songs of Britain's marching battalions. The songs might express a popular philosophy like "Pack Up Your Troubles in Your Old Kit-bag"; they might wallow in sentiment, lusciously wailing in slow tempo a "Tipperary," or some theatre ballad like "Roses of Picardy." But the songs usually meant something, and the troops found in them a strong and simple rhythm, just right for the route march.

Most of those songs of the last war were actually adopted (and the words sometimes adapted with unpublishable results) by the Tommies from a rich store of popular songs that happened to be going the rounds of music-halls and theatres, and that sold well in sheets so that they could be played at home or at parties. The "song-plugging" racket via the B.B.C. had not yet begun, and the words and music then succeeded in less artificial ways. Perhaps that is one clue to the poverty of 1939 compared with 1914—a poverty which is proved by the fact that the young troops of today have chosen to sing as many of the old favourites as of the modern "smash-hits."

Few of the big successes of wartime were written deliberately as war or soldiers' songs, though there was Ivor Novello's "Keep the Home Fires Burning," and "Mademoiselle from Armentières," by Reginald Rowland, who was serving in the R.A.S.C., and knew the popular and proper little French waitress who inspired his song. Then there was "Take Me Back to Dear Old Blighty," "A Long, Long Trail a-Winding," "Nursie, Nursie, Come Over Here" and "Good-by-ee," to add to the earlier favourites like "A Bicycle Made for Two," "Knees Up Mother Brown," "Alexander's Rag-Time Band," and a score of others.

One of the popular tunes, revived with rather idiotic words, "Hang Out Your Washing on the Siegfried Line," was the tune of the old song, "When we are married, we'll have sausages for tea," and before that it was a popular tune in the Brooklyn Cake Walk. But besides such accidents, the same general principle operated as in 1914, and B.E.F. men in France are still singing the song-hits of last summer, which they heard so often before leaving, including "South of the Border," and that crooner's delight, "Little Sir Echo."

The Biggest Song Success!

They have recently been encouraged to sample Miss Gracie Fields' song, "Wish Me Luck as You Wave Me Good-bye," and Scots, at least, are sick of "There'll Always Be An England," but our comparative poverty of good tunes can be gauged from the fact that the greatest and most lasting success has been the "Beer Barrel Polka." The vitality of this comes originally from the music of a sentimental love song written in 1934 by a Czech in Prague. It was breezed up into the polka by American dance-band experts in June, 1939, and its success has already outlived that of "The Lambeth Walk."

We may turn to our song-writers of today and say "What about it?" Where are the successors of the rhythmic and rousing "Soldiers of the Queen"? But it remains a pity that B.B.C. programmes have so much influence, as compared with theatres and music-halls, and that nearly all such songs are written for jazz-band crooners.

So far as the rhythm of the songs is concerned, the troops can get what they want, for all common-time and six-eight (or two-four) measures are good for marching. The marching men can make their own tempo, as they often make their own words to the music, but that is no good reason why our Services and the people at home should have to rely on stale old songs for any words worth the singing. "Beer Barrel Polka" is all very well—and, after all, it *was* the first song of both the Australians and the Canadian detachments who set foot in England in this war, and began once more to tramp our roads. But is this the best we can do in the way of a song for the British people? Perhaps the E.N.S.A. will try again. The signature-song, "We Must All Stick Together," they gave to the N.A.A.F.I. to open all entertainments for the troops has a just passable tune, but unfortunately it is accompanied by words that merely invite the unbroadcastable variations that the troops have already found.

In the early years of the last war before compulsory service was introduced, military bands and martial music played a great part in the recruiting campaign for Kitchener's Army, and the men who had joined up were "played away" to training camps by regimental bands. Today the young soldiers make most of their own music, and these young militiamen, among the first to go to France, march to the sound of their own voices.

Photo, British Official: Crown Copyright

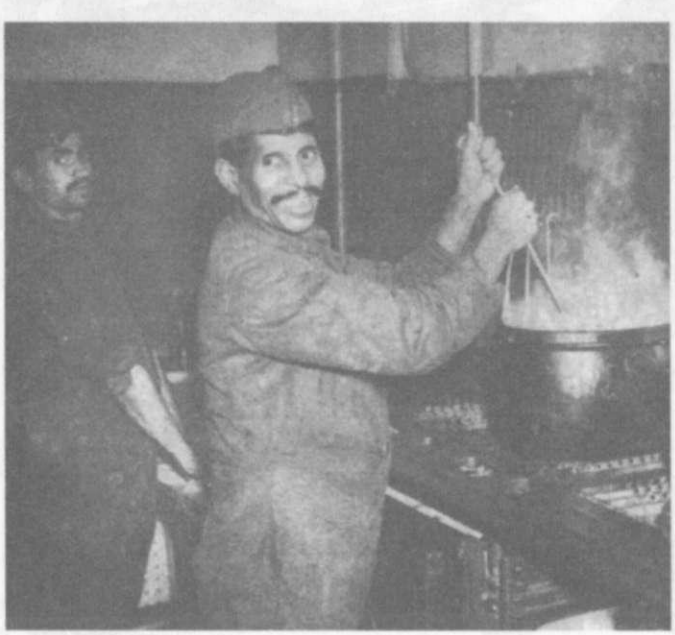
Indians in Britain Rally to the Colours

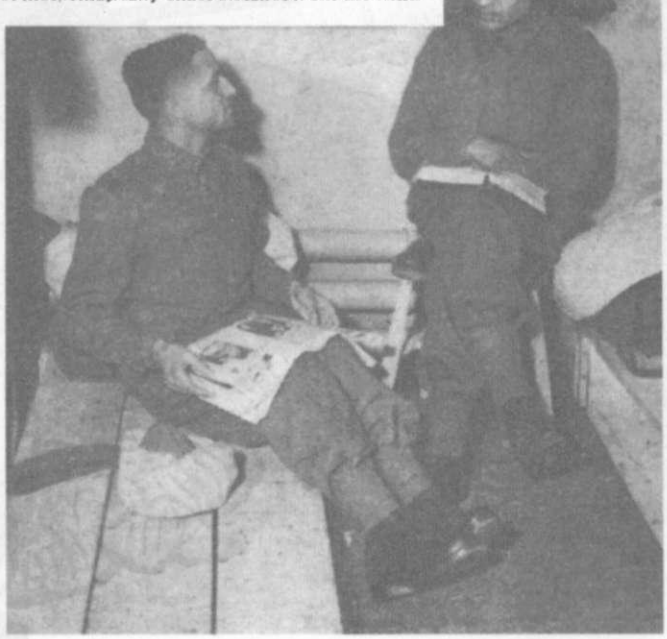
The badge on a turban has to be sewn in the correct position when the turban is rolled up, a task on which this corporal is concentrating.

The men above are wearing forage caps, but turbans will also be included in their kit. Some of them are learning to wind their head-dress in the correct way. Turbans are of cotton or silk, and as they are about 24 feet long, they have to be folded before a beginning is made with winding them round the head.

As is the case with other countries contained within the fellowship of the British Empire, a special corps has been formed in Great Britain for Indian subjects who wish to join the fighting forces, and the response has been excellent. Indian students and graduates of British universities are among the recruits. It is known as the Indian Auxiliary Military Pioneer Corps. Meanwhile recruiting is proceeding apace in India itself, and the advance guard of India's Expeditionary Force is already settling down amid the strange conditions of the Western Front in France.

This Indian soldier at the salute is wearing battle dress. His turban, which is very neatly wound, has the badge exactly in the centre, and each fold is at an almost mathematically exact distance from the next.





Special food is provided for the men of the Indian corps, and it is cooked by Indian cooks. The smiling chef, left, standing beside his steaming saucepans, is preparing a curry which would be far too hot for most Europeans' taste. On the right two Indian graduates, who have joined the Corps, are seen in their quarters: left, P. B. Mathur, D.Sc. of Benares University and Cambridge; right, R. P. Swamy, B.Sc. (Econ.) of London University.

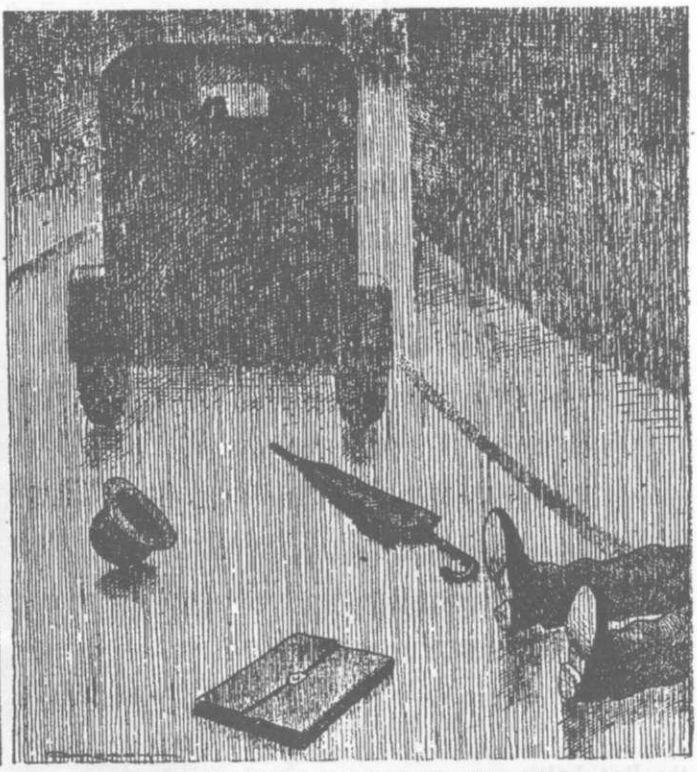
Photos, Topical; exclusive to The War Illustrated

Cartoon Commentary on the Conflict

UNDER TWO FLAGS

"The friendship of the peoples of Germany and the Soviet Union, cemented by blood, has every reason to be durable and solid."
—STALIN.

From the "New York Times"



THE UNKNOWN SOLDIER OF THIS WAR

"The number of persons who lost their lives in traffic accidents in London during the blackout is greater than the number of British soldiers killed in battle."—Newspaper report.

From the "De Groene Amsterdammer"

"OOO! THAT WICKED CHAMBERLAIN! SEE WHAT HE'S GOING TO MAKE ME DO NOW!"

From the "Evening Standard"

Eye Witness Stories of Episodes and Adventures in the Second Great War

Our Officer Raced to Certain Death

Lieutenant Everitt, of the Norfolk Regiment, was the first British officer to be killed on the Western Front. The story of his heroic end was told by a non-commissioned officer, who accompanied him on his last patrol, to Richard McMillan, "News of the World" war correspondent.

IN our positions beyond the Maginot Line I met a non-commissioned officer who formed one of a patrol party under the young Lieut. Everitt of the Norfolk Regiment, described by my informant as "the most courageous soldier he had ever met."

This is the story the N.C.O. related in a deserted village occupied by our troops on a hillside overlooking No-Man's Land:

"Our patrol was detailed to collect information from the German lines, and we set off about midday in mist and over snow-covered ground.

"Lieut. Everitt, carrying an automatic pistol, led us a walk towards the crest of a hill dominating the German lines.

"As we reached the top we paused to survey the situation.

"In the valley below in the outpost we could plainly see the Nazis moving around, and apparently unaware of our proximity.

"The lieutenant went ahead, walking upright, and as we followed I called to him, 'Keep down, sir.'

"He did so, and crouched, but I knew he scorned the danger, and only took my advice because of the safety of the men.

"As we got nearer to the German trenches I called to him again to lie low, but he forged ahead, his gun at the ready and watching on every side for a sign of the first enemy outpost.

"At that moment a burst of machine-gun fire came rat-a-tat from the German lines. They had seen us, and in a second their guns opened with converging fire.

"'Down,' I yelled, and fell flat. The rest of the patrol followed suit.

"We all managed to crawl into hollows as bullets, whistling into the earth with a dull 'phut,' sent snow and stones whirling above us.

"I peered over the edge of my own little hollow and, to my horror, saw Lieut. Everitt begin to run towards the Germans, firing as he went.

"His intention was obvious. He was bent on reaching the German lines and silencing the machine-guns.

"We called to him again, knowing he was racing to certain death.

"Too late! He dropped to the ground and rolled over, gave a cry which we heard distinctly, and lay still.

"The men then debated our next move. An attempt to reach the stricken officer was made, but the fire was deadly and incessant.

"The next in command, therefore, decided that his duty was to preserve the lives of the remainder of the patrol instead of risking them in a hopeless attempt to bring in the bullet-riddled body of the leader.

"It was a shocking business getting back. We had to scramble up the side of the hill in full view of the enemy, and were lucky to find an occasional hollow.

"With the bullets still whistling about us we reached the crest and threw ourselves over the other side."

Two days later the German radio recorded the death of Lieut. Everitt. It was then announced that, still breathing, he had been taken in from the edge of the German trenches, but died soon afterwards.

Over two centuries ago men of the Norfolk Regiment won high fame at the Battle of Almanza in Spain. Thenceforward to Third Ypres in 1917 many famous names swelled the regiment's list of battle honours. In France once again, they have now acquired tragic distinction in that theirs is the first unit to lose one of its officers in action against the enemy. As described in this page, Lieut. Everitt met his gallant end while leading such a patrol of the Norfolks as is here seen going forward into No-Man's Land. *Photo British Official: Crown Copyright*

I WAS THERE!

Our Shipmates Went Mad and Died

Twenty survivors of the crew of 33 of the Greek steamer "Eleni Stathatos," which was torpedoed on January 28, landed at an Eire port on February 2. The terrible story of their five-day ordeal in an overcrowded boat is here reprinted from the "Daily Telegraph."

WHEN the crew of the "Eleni Stathatos" took to the boats after their ship had been torpedoed, their ordeal was only beginning. For five days they were buffeted by Atlantic storms; three times passing ships sailed away apparently oblivious of their distress signals; and as a crowning horror, thirteen of their company perished in agony.

Able Seaman Michael Ryan, of Tullabracky co. Limerick, said that after the first explosion they had decided that they could get the ship back to Cardiff. A big tanker came up behind showing no lights, stopped for a minute, and suddenly moved off. Just as the engines of the "Eleni Stathatos" were started, a second explosion occurred which seemed to lift the ship right out of the water.

"The captain, chief officer and radio operator were injured by flying splinters, and we wasted no time in getting into the boats.

"I was in one with five or six others, and there were 26 or 27 in the other. But this one drifted under the propeller and was cut in two. We got all the men into our boat.

"Our supplies of provisions," he said, "were sufficient for 15 men for a few days and there were 33 in our boat. That night and for the three following nights we tried to shelter under a length of canvas.

"We took turns at the oars. I found this work a blessing. It saved my reason and my life.

"After a terrible night, Tuesday (January 30) came with more wind and rain. Lack of food and drink got serious. That night the first two men died, after going mad.

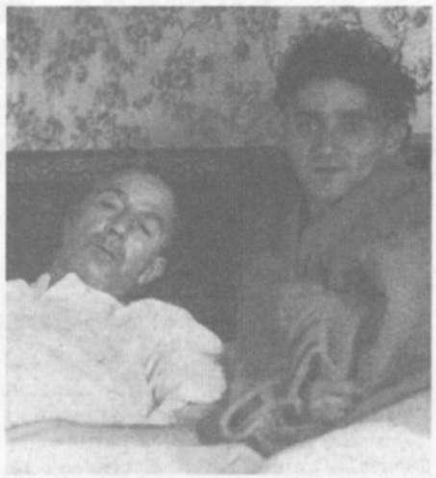
"Next morning two or three more were dead, and we had to have another hasty burial. Two or three more died on Wednesday and the last two died on Thursday. By then we were all helpless. Only our tiny sail brought us along.

"When a trawler came close by us, I signalled with a police whistle, but the trawler put out its lights and rushed away. We saw another sailing vessel and signalled it, but it took no notice.

"We kept going on somehow until we saw a village on a headland. We entered a channel and a motor-boat came out and towed us to land."

Chief Engineer Dimitrios Pangos said: "Our drinking water was soon exhausted and we had to drink sea water. The second mate soon after jumped into the sea."

There was, he said, no reason for the sinking, as the Greek flag painted on the ship's sides was illuminated.



Seamen Pangos and Manolatos, survivors of the "Eleni Stathatos," recovering from their terrible 5-day drift in an open boat. Their unoffending Greek ship was torpedoed 200 miles off the Scilly Isles.
Photo, Topical

We Were Helpless in the Rough Seas

H.M. Minesweeper "Sphinx" was among the ships bombed by Nazi raiders on February 3. Her engines were disabled in the attack, and while being towed to port in heavy weather she foundered, with the loss of 54 lives. The story of one of the survivors is published here by arrangement with the "Daily Telegraph."

WHEN the "Sphinx" sank off the Scottish coast some of the crew were choked to death by oil which had been poured from the ship to calm the sea. One of the 44 survivors, a 19-year-old seaman living in Norfolk, gave an account of their bombing and machine-gunning by the German machines, and the struggle of the men in the water when the "Sphinx" capsized.

"Two 'planes dived at the ship," he said. "Their machine-guns started and a bomb hit the ship. The men narrowly escaped, but Com. Taylor and four other men were killed. The whole forecastle seemed to lift up and fold back without breaking into fragments.

"I was amidships dodging machine-gun bullets. So far as I could tell, only one bomb actually hit the ship. We retaliated with our guns.

"The seas were very heavy and it was with difficulty that another vessel got us in tow. Early next day the tow rope parted, and we were left almost helpless.

"Our engines were out of action and we drove about for a long time. Then a huge wave hit us broadside and capsized the 'Sphinx.'

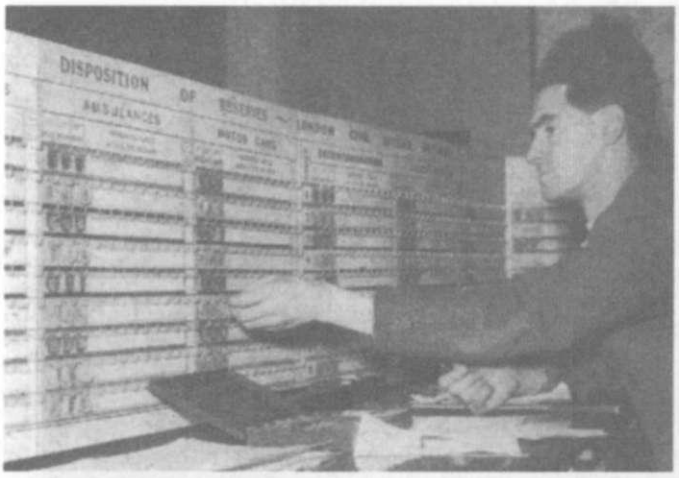
"I saw some men going down with the ship and then found myself clinging to an oar with other men in the darkness. All over the sea was a coating of oil fuel that we had cast out and it must have got into many men's lungs.

"When I saw a wave coming I held my nose with my fingers until the wave and the oil on it had passed, but some water and oil began to choke me.

"Heads kept bobbing up all around and men kept calling out odd words about their families at home. Then a searchlight showed on the water. I struck out and caught hold of a line that had been thrown out. I was pulled on board a ship utterly exhausted."

Flt./Lt. M. Robertson, of Glasgow (left), and Flt./Lt. R. P. R. Powell, of London, who worthily upheld the high traditions of the R.A.F. when they chivalrously succoured a fallen enemy flier after bringing down his Heinkel bomber on January 13, 1940. The story of their radio call for a rescue launch is told in page 62 of this volume.
Photo, Wide World

Heart and Brains of London's Vast A.R.P.



On this tally board the disposition of reserve rescue squads is recorded by coloured disks, and the movements of ambulances, fire appliances and motor-cars are also shown. This board enables the chief officers to see at a glance the forces at their disposal.

LONDON'S A.R.P. organization has now been co-ordinated and a central control established, so that in the event of air raids help from other districts can be sent to any area that has been badly bombed. Thus the 150,000 A.R.P. workers form now practically one great army. There are nine groups in the London Region. If bombs fell in the area covered by any one of these groups, and the damage done were so great that it could not be dealt with by the local rescue parties and firemen, an S O S would be sent to the head-quarters so that reinforcements from neighbouring or even distant areas could be dispatched. Scotland Yard and the Home Office would also be kept in touch with every enemy activity, so that complete co-ordination of A.R.P could be secured.

Sir Ernest Gowers and Admiral Sir Edward Evans, chiefs of London A.R.P. organization, are arranging for one of the big exercises that are frequently carried out to test the efficiency of the organization. As many as 20,000 A.R.P. workers have taken part in one of these practices.

In the basement of London's A.R.P. headquarters is the control-room, both gas- and bomb-proof. Here would be received by telephone news of all the damage to life and property, of blocked roads and gassed areas. Left, is the "current events" map, and, right, the "damage" map. As soon as news of damage was received a disk would be pinned to the "current events" map to indicate the position. After 48 hours the disks would be transferred to the "damage" map. *Photos, Fox*

British & French War Medals in Actual Size—1

1. Britisn Victory Medal. Officers and men who entered a theatre of war (1914-1919), were afloat on duty, or engaged in the air.

2. Air Force Medal. For courage and devotion to duty whilst flying, not in active operation against enemy.

3. The Victoria Cross. Only won " by performing in the presence of the enemy some signal act of valour or devotion to the country."

4. Distinguished Flying Medal. For valour, and as for A.F.M., but in active operation against enemy.

5. French Victory Medal. For officers and men of same standing as for British Victory Medal.

6. British War Medal. For all officers and men who left native shores in the Empire (1914-1919).

7. Meritorious Service Medal. N.C.O.'s and men for good, efficient and meritorious service.

8. Military Medal. N.C.O.s and men for individual and associated acts of bravery.

9. French War Medal. First medal instituted after war of 1914-1918 to honour those who took part.

10. 1914 Star. All officers, W.O.s, N.C.O.s and men who served in France or Belgium from August 5 to November 22, 1914.

11. Distinguished Service Order. Awarded only to officers in the three services specially mentioned in dispatches.

12. Military Cross. For Subalterns, Captains and W.O.s, for acts of distinction or gallantry in field.

13. Distinguished Service Cross. Naval equivalent of the M.C.

Taking the King's Shilling—1940 Fashion

In this article an ex-member of the Editorial Staff of THE WAR ILLUSTRATED relates his impressions of joining the Army—impressions that will be shared by the many thousands of young men now flocking to the Colours. These are voluntary recruits as distinct from the militiamen called up by age classes.

REPORT 9 a.m. tomorrow at No. — Recruiting Centre. Thereafter report here for duty next Monday at the same hour." Such was the gist of the first of many documents placed in my hands, destined to alter the course of my life for who knows how many years to come.

To reach the above-mentioned destination (how automatic this Army language soon becomes !) meant in my case rising from my bed and sallying forth into the Stygian gloom of blacked-out Suburbia at a most ungodly hour on what my as yet un-military frame felt to be quite the coldest day ever.

At the Recruiting Centre—a big new drill-hall—there soon gathered a few remembered faces of the crowd at the previous afternoon's interview, some of them with gas-masks slung over their shoulders (just in case, you know), some smoking—it would be hours before the "medical," and what did it matter, anyhow?—but all talking nonchalantly of what was to come and the rather tremendous "unknown" that we were to face if all went well.

At last we were called one by one before the first roomful of clerks for preliminary details to be properly recorded. Two men wishing to join other regiments appeared hereabouts—a woodworker with a cloth cap and muffler, anxious (despite no roof to his mouth) to join the R.A.S.C. at once, and a postman willing to give up delivering for the duration.

These recruiting centres are run by the Ministry of Labour and National Service, and the larger part of this particular establishment was, therefore, staffed by employees of that organization. In fact, the second man in front of whom we were called sat at his desk in a raincoat, and adopted a chatty conversational tone, as indeed did most of his fellows.

By this time I was beginning to be struck by the variety of background even in our little bunch of recruits as we went through this "civilian-to-soldier" machine. A stockbroker from New Zealand, an ex-Cambridge undergraduate educated in the Isle of Man, a man with an imposing double-barrelled name who had been serving in the Special Police, a fellow-journalist from a famous school, a Mr. Smith, and so on.

Next came the "medical," to which I personally had been looking forward with much trepidation, for my failing—weak eyesight—usually means a hopeless case in the eyes of the Army and had already proved my undoing elsewhere.

When No Man Looks Civilized

This time, however, I had a precious note which I had clutched feverishly all through the previous signings and countersignings. This note had been written by my C.O.-designate and was worded in such a way that it would surely be difficult for Medical Officers not to pass me, despite my "optical defect"!

So it proved—but I am anticipating. After undressing completely and then reassuming coat, trousers, and shoes—in which guise no man looks even passably civilized—I entered a screened-off enclosure in which a team of doctors were apparently taking a quiet but sadistic delight in putting their patients (or victims) through the most undignified contortions.

The eye doctor came first of the five, a short man in a polo sweater—rather like a gym. instructor. At any rate he was very pleasant, and passed me. . . .

The other medicos were hardly as picturesque, but the procedure was less palpitating now that the main fear of being rejected was past. All the tests took place in a series of canvas "booths," rather like a sort of progressive peep-show at the circus.

At length, much impressed by a triangle of moles on my "right flank," and especially by my ability to spring to attention from a kneeling position when in my "birthday suit," the Medical Board politely presented me with a card marked "Grade II (a) Vision," and so upstairs to the signing of more forms and then more forms, in duplicate and in triplicate.

The clerks attended to all this work while one sat and marvelled once again at the official mind, and reflected that there was still time to recant and avoid being attested and sworn as a volunteer gunner in the service of His Majesty; but somehow one did not.

The last act of the three-and-a-half-hour drama took place before "a duly appointed Attesting Officer," to whom our credentials were read over, and who thereupon commanded the six of us in a disinterested voice, as if quite unaware of his immense though transitory importance in our careers, to grasp a Bible and repeat the oath.

With the closing words the deed was done, and our new status was immediately recognized by the payment of the princely sum of four shillings—a quarter of which is presented to every new soldier by a grateful Government.

I think we were all faintly surprised that we only had to sign for this cash once. Supposing the document was lost . . .

Here are two scenes at recruiting offices after it had been announced in October 1939 that volunteers between 23 and 35 would be accepted for the Army. Above left a young recruit is just about to take "the King's shilling," while men of many ages look on. In Liverpool, where there is a large Irish population, the Irish Guards and the London Irish Rifles obtained many recruits. Right, Thomas Murphy, goalkeeper of the Meathville football team, who is 6 ft. 3 in., is enlisting in the Irish Guards.

OUR DIARY OF THE WAR

Thursday, February 8, 1940

Battle in Karelian Isthmus reached its ninth day, and **Finns** were reported to be **still standing firm** against repeated attacks.

Russian battalion which attempted to come to relief of division encircled at Kuhmo, Central Finland, was driven back.

Reported that the Swedish Brigade in Finland, consisting of 6,000 men, had been in action on the Salla front.

French steamer "Marie Dawn" sunk by mine in North Sea.

Third contingent of Canadian Active Service Force landed at a West Coast port.

Labour Party issued a declaration of its Peace Aims.

Friday, February 9

Admiralty announced that **two U-boats** had been **sunk by one British destroyer** while they were attacking a convoy.

German bomber shot down near Firth of Forth during raids on shipping in North Sea. Two other bombers believed to have been damaged. Other raiders engaged at various points ranging as far north as Peterhead.

Russian offensive on Mannerheim Line still held in check. Attacks made not only at Summa, but also between Punnusjoki and Paturi, south-west of Vuoksi River, and over ice of Taipale River.

Finns claimed to have improved their positions in Kuhmo sector. In far north Finnish patrols attacked Soviet positions at Salmijaervi.

Paris reported artillery activity between the Moselle and the Saar; also a severe encounter during reconnaissances, when losses were suffered on both sides.

British steamer "Chagres" sunk by enemy action off North-west Coast.

President Roosevelt announced that he was sending Mr. Sumner Welles, U.S. Under-Secretary of State, to collect information about conditions in Italy, France, Germany and Great Britain.

Reported from Istanbul that about 80 German specialists employed in a munitions factory, a naval dockyard and in coalfields had been dismissed.

Saturday, February 10

Field-Marshal Mannerheim reported to have taken over command on Karelian Isthmus front.

Russians continued their attacks here, first bombing Finnish troops by aeroplane, accompanied by heavy artillery fire, then pushing forward succeeding waves of men all along the line. Finns claimed that all attacks were repulsed.

Admiralty announced loss by enemy action of H.M. trawlers "Robert Bowen" and "Fort Royal," with loss of four officers and 18 ratings.

Swedish Government protested to Moscow against sinking, on February 5, of Swedish steamer "Wirgo" by Russian bombers.

Sunday, February 11

Wave of intense cold returned to Europe. Reported that 58 degrees of frost Fahrenheit were recorded at Stockholm, and that it was possible to walk across the frozen Kattegat from Jutland to Sweden.

Fierce fighting continued unabated **on the Karelian Isthmus.**

North of Lake Ladoga Finns destroyed column of 60 lorries.

Finnish Command issued a summary of Russian losses after 10 weeks of warfare. They included 327 aeroplanes, 594 tanks, and 206 guns captured in addition to those destroyed. Russian casualties in personnel were not mentioned.

Norwegian tanker "Gallia" mined off South-East Coast.

Lord Tweedsmuir, Governor-General of Canada, died at Montreal.

Monday, February 12

Russian attacks on Finnish defences on Karelian Isthmus **increased in violence.** In Summa sector several infantry divisions were flung into the line, supported by a large tank force. It was stated that everywhere the **Finns stood firm.**

Russians launched simultaneous attacks farther north-east on the Isthmus, between Lake Muola and the Vuoksi river, and also near Taipale.

Two German aircraft sighted near Orkney Islands. No bombs were dropped.

THE POETS & THE WAR

XIX

THE CHEERFUL CIVILIAN

By William Bliss

Should a bomb drop upon my Civil head
It kills no Soldier. Why then, let it chance!
At least I'll smile to think, when I am dead,
It might have killed ten men "somewhere in France."

I should take shame to fear, who owe to these
The sunset peace that my home-valley fills,
Where I can hear the silence of the hills
And watch the young moon climbing through the trees.

—*The Observer*

Dutch steamer "Burgerdijk" reported sunk by U-boat on February 10.

Estonian steamer "Linda" reported sunk by enemy action.

First contingent of Second Australian Imperial Force and the New Zealand Expeditionary Force arrived at Suez.

Tuesday, February 13

German bomber over Thames Estuary driven off by R.A.F. fighters.

Russians believed to have **captured advanced positions of Mannerheim Line.**

Admiralty announced that **German steamer "Wakama"** had been **scuttled** off coast of Brazil after interception by British warship. Reported that German steamer "Wolfsburg" had also been scuttled off Brazilian coast.

British trawler "Togimo" and Swedish steamer "Orania" reported sunk by U-boat.

R.A.F. 'planes made reconnaissance flight over North-West Germany.

Second Australian Imperial Force arrived in Palestine.

Wednesday, February 14

Finnish Command admitted that Russians had captured advanced positions in Summa sector, but stated that the **advance was checked by second line of defences.**

Stated that a general licence had been granted to British subjects to enlist in Finnish forces.

Admiralty announced **destruction of two U-boats** concerned in sinking of three British ships (see below).

British tankers "Gretafield" and "British Triumph," and cargo liner "Sultan Star," sunk by U-boats.

Mr. Churchill stated that soon all British ships would be armed against murderous attacks of German air raiders in North Sea.

Swedish steamer "Dalaro" reported torpedoed and shelled by U-boat on Feb. 12.

Danish ship "Chastine Maersk" sunk by U-boat off Norwegian coast.

Canada's Wartime Governor Passes

IT often happens that when a famous man is raised to the peerage and takes a title other than his surname, his previous work and identity are lost in his new honour. That will not be the case with John Buchan, Lord Tweedsmuir. He will be remembered by hundreds of thousands of readers who have found entertainment and instruction in the books of John Buchan, while as Lord Tweedsmuir he will have a niche in the history of the British Commonwealth as the Governor-General since 1935 of the great Dominion of Canada.

The last five months of his tenure of office saw Canada's whole-hearted effort in her military support of the Empire at war. As he lay on his death-bed the third contingent of Canadian troops arrived in Britain.

Lord Tweedsmuir had many high qualifications for Empire statesmanship. From 1901 to 1903 he was private secretary to Lord Milner, High Commissioner in South Africa during the first few difficult years that followed the Boer War.

Member of Parliament for eight years, his service with the British G.H.Q. in France during the last war, and later as Minister of Information, made him particularly well-fitted to put his great energy and talents at the service of Canada's war effort.

Lord Tweedsmuir is here seen with a Canadian officer at the saluting point during an inspection of the 1st Canadian Division.